

CYCLE NEWS[®]

WEST

Volume XX : Number 27 : July 20, 1983

\$1.00



**RRGP
to
King
Kenny!**

**CPS:
Bubba
again!**

**WSS:
Broc
rocks!**

**Preview:
A look
at
Laguna**

AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

THE LATEST POOP

BY PAPA WEALEY



Clinton, Ohio's Regina Smith is Miss Harley-Davidson for 1983. The theatre and communications major from Ashland College enjoys motorcycling and motorcycle racing among other things, and she will be making appearances for Harley-Davidson throughout the year.

The Russian round of the World Championship 125cc MX Series took place on Sunday, July 10, and was won by Michele Rinaldi (Suz). Eric Geboers (Suz) returned to action and finished second overall. Pekka Vehkonen (Yam) was third overall, with American Jim Gibson taking fourth overall. Geboers continues to lead the point standings with 214, followed by Rinaldi at 193 and Gibson with 126.

Suzuki-mounted Herve Moineau and Richard Hubin won the Spanish round of the World Championship Endurance Road Race Series at Jarama on Sunday, July 11. They covered 292 laps in the eight-hour race.

makes its first appearance in Maryland since the 1979 Laurel Half Mile and its first appearance at Hagerstown Speedway since 1965 when the Camel Pro Series rolls on in Hagerstown on Saturday night, July 16. The winner of the event will join the legendary Bart Markel as the only other winner of a Grand National Championship race at Hagerstown. Markel won Nationals at Hagerstown in 1964 and 1965. Practice for the half mile event is scheduled for 5 p.m. with time trials at 6 p.m. and the first heat race at 8 o'clock.

"That was a nice birthday present! I just celebrated number 45 yesterday," said Yamaha MX team manager Larry Griffis, after Broc Glover had just won the Pittsburgh

Supercross. Glover's teammate Warren Reid placed third to make Griffis' day even better.

KDKA TV-2 had a large crew at the Pittsburgh Supercross. They videotaped the entire event and will be putting together a program which will be telecast in the near future in the Pittsburgh area. While they were taping, the images were projected on a large screen in Three Rivers Stadium. If your seating position prevented you from viewing a certain part of the track, you only had to look up to see the action.

A \$7,500 portion of the profits from the Pittsburgh Supercross were turned over to the Pittsburgh Children's Hospital. PACE Management and Racer Productions co-promoted the event.

A "nice surprise" is how Team Honda tuner Brian Lunnis described his gift from Bob Hannah. The present was a new Ferrari 308, which retails for a cool \$54,000. Hannah also bought one with a higher performance motor for himself. The Hurricane's carries a window sticker price of approximately \$60,045. "Mine's sitting at home in my garage right now," said Lunnis. "My wife is afraid to drive it. I managed to put about 140 miles on it before we had to get back to work."

Team Honda has done a little shuffling. Kenny Keylon, who was one of their top Support riders, has been dropped from the MX team and was at the Pittsburgh Supercross aboard a stock Honda. Brian Myerscough, who has been one of the top privateers in the Nationals this year, is now aboard a works Honda.

Last reminder! The Cincinnati Supercross has been canceled, so don't make a trip into Cincy unless you have something else to do there this coming Saturday night. The Wrangler Super Series will take a weekend off and then continue with a Supercross round at Foxboro, Massachusetts, on July 24. Racing in New England at Schaefer Stadium is scheduled for 1:30 p.m. on Sunday afternoon.

Harley-Davidson has announced the following promotions: Clyde Fessler has been promoted to general sales manager. Fessler will be responsible for all of the field sales staff and H-D's internal sales efforts and the dealer development organization. On an interim basis, Fessler will also continue his responsibility for H-D's racing department. Kathleen Lawler has been promoted to director of marketing services, the position previously held by Fessler.

Steve Oort, who struck fellow Camel Pro Series competitor Charlie Roberts at the June 11 Harrington (Delaware) National Half Mile, was suspended for 90 days from the date of the event, according to Wayne Moulton, AMA director of professional competition. Roberts sustained a broken cheekbone and jawbone as well as other injuries in the incident.

Lawler will be responsible for the overall direction of advertising, promotions, public relations, and the H.O.G. Club. Tom Bolfert has been promoted to the newly created position of manager of special promotions. This job will focus on new activities to introduce competitive brand riders to the Harley product line.

The protest on the scoring of third place in the April 16 Sacramento National Mile by Harley-Davidson's Randy Goss has been denied. "The

ruling on the protest was in the hands of the referee," said AMA's Wayne Moulton. "He has score sheets from three scorers which clearly show Graham finishing third." Goss now has the option of appealing the denial of his protest.

In the July 10 round of the WERA/Nippondenso Endurance Race Series at Texas World Speedway in College Station, it was Suzuki-mounted Team Hammer taking the overall win. The effort of riders Boonie Knott, Tony DeSimone and John Ulrich finished several laps up on the runners-up, the BMW-mounted team of Bob Sellers and Davy Parsons. The win, combined with the DNF of Team Ontario, puts Team Hammer in the points lead, 85-77.

Papa got a call from the folks at Supermouth Productions, giving us a tentative show schedule for **Motorcycle World with Larry Huffman**, which will be airing on Los Angeles TV station KNBC, Channel 4. The schedule is as follows: July 16, 3 p.m.; July 23, 4 p.m.; July 30, 3 p.m.; August 6, 3:30 p.m.; August 13, pre-empted by L.A. Raiders football; August 20, 3 p.m.; August 27, 3 p.m.; September 3, 2:30 p.m.; September 10, 3 p.m.; September 17, 2 p.m.; September 24, 3 p.m.; and October 1, 2 p.m. For more details on the show, call 714/661-1962, 714/730-4812, or 619/753-3934.

Beaverton Honda-Kawasaki, an Oregon dealership will be hosting a Wayne Rainey/Wes Cooley reception before the Kawasaki 100 Superbike race in Portland. The date is Thursday, July 21, the time is 5-7 p.m., and for all the details, call 503/643-5577.

The American Motorcyclist Association has distributed to more than 1000 chartered clubs information on how to properly remove helmets from injured patients. The literature, published by the Committee on Trauma of the American College of Surgeons, describes proper helmet removal in seven steps with illustrations. The publication states, "The varying sizes, shapes and configurations of motorcycle helmets necessitate some understanding of their proper removal from victims of motorcycle accidents. The rescuer who removes a helmet improperly might inadvertently aggravate cervical spine injuries."

The Washington State Department of Transportation, complying with a provision of the federal nickel-a-gallon gas tax law enacted earlier this year, has given its OK to the use of motorcycles on carpool and high-occupancy vehicle lanes, the AMA reports. Meanwhile, using the legislative process to accomplish basically the same goal, Hawaii has enacted a law giving motorcyclists access to that state's carpool lanes. Washington's DOT is the first to open its limited-access lanes as a result of the congressional action. In addition to Washington and Hawaii, HOV lanes can be found on federally funded highways in California, Florida, Massachusetts, Virginia and Oregon.

A tip of the Wealey duckbill to Honda wrench wizard Erv Kanemoto for carrying this issue's coverage of the Belgian Road Race GP from Europe to California, and to Mountain View Distributing's Bill Spencer for getting it from the Bay Area to southern California. Mucho thanks, guys.

Don't forget that the finals to Craig Vetter's High Mileage Contest will be held at the Laguna Seca track on Sunday, July 17. The top riders and bikes from Saturday's preliminary will go at it on the race track on Sunday, each trying to go the maximum distance on a nickel's worth of gas.

Corona Raceway and R.A.C.E. have two special events in July. The first is a Buddy Nite sponsored by Sunwest Yamaha of Corona on July 15. Sportsmen get one free entry with one paid entry. There is also \$500 in contingencies that will be given away. The second event is Pro Nite, July 22, sponsored by Rincon Kawasaki of San Bernardino. There will be a free Pro entry for all mail entries or \$5 post, plus \$500 in contingencies to the Pros. For info, call 714/735-1305.

Several weeks ago we told you about some items whose purchase would benefit the 1983 ISDE Rider Fund. There's a new item on the list, a Malcolm Smith jersey with ISDE logo that will sell for \$20 plus \$1 postage and handling. For that, or ISDE T-shirts and sweatshirts, contact Joyce France, 1983 ISDE Rider Fund, P.O. Box 126, Fairmount, IL 61841, 217/733-2867.

Australian sidehacks will show their stuff at the end of the regular speedway program at Inland Motor Speedway in San Bernardino, California, on July 13.

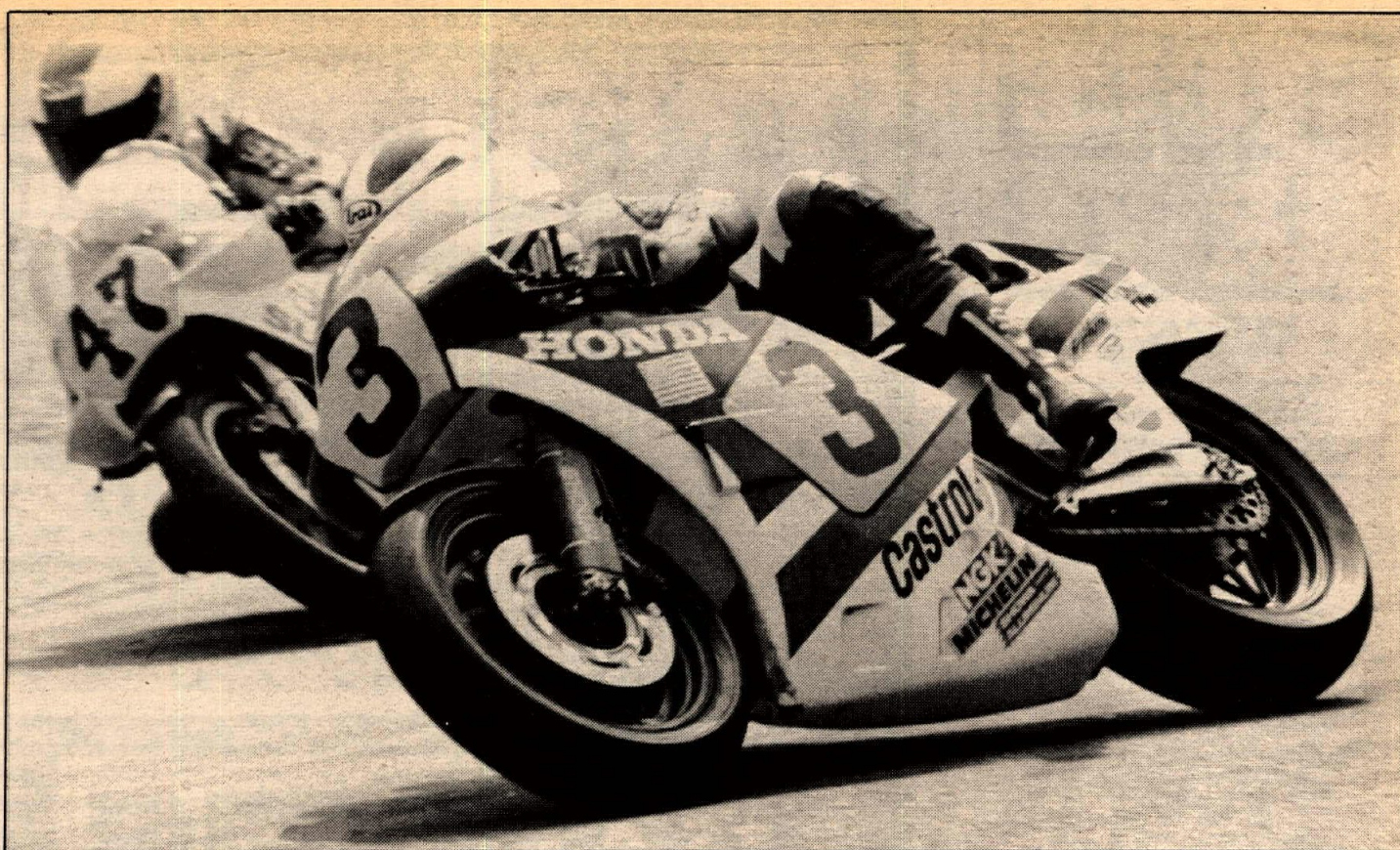
HosPITal ESCAPE: SoCal Desert/GP Expert Steve Ballmer is out of the hospital after incurring a broken neck at the Rosarito Beach GP in April. Ballmer says that the only symptom was some tingling in his fingers, that he's nearly healed now, and that he'll debut his crash-free style in August.

In order to have the track go up into the stands at the August 6 Miller High Life Superbowl of Motocross at the Pasadena Rose Bowl, promoters Stadium Motorsports will have to do a lot of work. It seems that the cement stairways they were planning on using are so old they won't support the weight of the track. So to go up 34 rows of seats as they want to, SM will have to drill holes in the stairs and fill them with quick-dry concrete. It is expected to cost Mike Goodwin \$20,000 for just that part of the operation.

Those Superbike riders heading up to Oregon for the July 23-24 Superbike Pro-Am might want to take advantage of a practice day hosted by the Oregon Motorcycle Road Racing Association on July 21. This may be the only chance for privateers to practice on the circuit; the factory teams will be renting the track on the surrounding days. For more information, phone Ken Neal at 503/289-6016.

The Racing Association of Cycle Enthusiasts and Rincon Kawasaki will present Pro Night at Corona Raceway on Friday, July 22. Mail entry will be free to those of the professional persuasion, and post entry will only be \$5. Corona will chip in \$15 per rider to the purse, and there will be \$500 in added contingencies. More info? Call 714/735-1305.

The California Off-Highway Motor Vehicle Recreation Commission will meet July 22 in San Diego, beginning at 9 a.m. Among the items on the agenda are the 1984-85 capital outlay budgets, and reports on Pismo Beach, Hungry Valley and Sycamore Canyon.



Whoaaah, baby! Freddie Spencer's NS500 Honda begins a slide worthy of the San Jose Mile. Tire problems that caused this sort of handling forced Spencer to slow after building an early lead at the Belgian GP. Photo by Henny Ray Abrams.

The meeting will be held in room 358 of the County Administration Building, 1600 Pacific Highway in San Diego.

Three ORV groups — CA4WDA, CORVA and AMA D-37 — will have booths set up at the July 22-24 San Fernando Valley Fair at Devonshire Downs. All the booths will have machines on display and personnel at the exhibits, which are open from 11 to 11 each day.

HosPITal STOP: Motocrosser Lance Homer suffered a broken femur when he was hit by another rider in a July 3 race at Dixon, California. Lance will be in the hospital for a month as a result of the break, and is expected to be out of action for three months total. Send those words of cheer to him at Room 271, Community Hospital, 3325 Chanet Rd., Santa Rosa, CA 95404.

Rumors are starting already about the 1984 motorcycles. Word is that the 1984 Honda motocrossers will be much different than this year's models. The 250 and 125cc class machines are said to have front, but not rear, disc brakes. Also, the engines have been reversed in the same manner as this year's works bikes, with the chain and clutch on the opposite side. Honda's top secret ATAC system will be seen on a few models.

We also hear that Honda will now sit back and simply update their line with a major revision every few years. They foresee no great strides that will instantly obsolete today's bikes.

We have heard that at least one manufacturer, at least in tests of early prototypes, found their 1984 line to be three seconds a lap slower than their riders on another manufacturer's 1983 models.

The Japanese are not the only ones who have been busy. KTM will have mostly cosmetic changes on their 250LC, but a 125cc with a tiny and powerful new engine has been seen. It is rumored to weigh in at under 200 pounds and cost under \$2000. It seems the Austrians want a share of the lucrative 125cc market.

Last week we told you about the anti-B-to-V editorial that aired on Channel 9 in the Los Angeles area. The writers of the editorial were miles off base on their facts, lumped the "motorcycle element" in with the "pot-smoking youths" James Watt felt would attend the Beach Boys concerts. One of Papa's cohorts fired off a letter to Channel 9, protesting the misrepresentation of the facts and the derogatory statements. However, in Channel 9's reply, they missed both points, and so obviously they haven't gotten the idea. Maybe a letter explaining to the station management that if they don't have the time or the energy to watch their facts, that motorcyclists haven't got the time or energy to watch their programs would be in order. Channel 9's address is 5515 Melrose Ave., Los Angeles, CA 90030. Verbatim, the editorial was as follows: "Many travel experts consider California's high desert to be one of the world's natural beauties. It is a place where plant life and animals survive harmoniously as nature intended. This November the delicate balance of this primitive reserve will be disturbed by 1400 vehicles. The Department of Interior and Bureau of Land Management has authorized a 159 mile Barstow to Las Vegas motorcycle race over open terrain. In the race the motorcycles will leave a wake of destruction of thousands of plants and animals native to our precious desert. The Interior Department is also allowing three pit stops for gasoline, oil and repair service. Pit crews along with spectators will only further endanger this wilderness environment. Secretary of the Interior James Watt refused to let the Beach Boys sing at the Fourth of July concert in Washington. He felt that they would invite pot smoking youths to the nation's capitol. But in California he is allowing the motorcycle element to use our desert for free. It is a sad commentary to think that it took nature aeons to create our pristine desert only to have 1400 motorcycles ruin it in one day." Delivered by Fernando Del Rio, Vice President Public Affairs.

Kidd's Barbecue is the name of a restaurant in Boyd, Texas. If you think it just might have something to do with 1982 Camel Pro Series Champion Mike Kidd, you're right. "My father, mother and brother run the place," said Kidd. "My dad wanted to be closer to the racing facility I have here and to where I live so he went into the restaurant business. What else would you call the business, but Kidd's Barbecue? He's recuperating right now from breaking two bones in his lower right leg while riding in an enduro about six weeks ago. He's on crutches, but gets around pretty good."

The Pontiac TT, the season-ending Camel Pro Series race in Pontiac's Silverdome, has been bumped from its previously announced date, October 8, due to a scheduling conflict with football games. The Pontiac TT will take place on Saturday night, October 22. The Camel Pro Series banquet will take place the following evening.

Wedding bells will be ringing shortly for Dennis Palmgren, one of four now-retired-from-racing Expert ranked dirt tracking Palmgren brothers and a former AMA Eastern Regional dirt track champ. Dennis and his fiancée, Beth Ramsey, will tie the knot on July 23. Dennis and Beth will make their home on a horse ranch they recently purchased in Maryland.

The Oakland-Alameda County Stadium in Oakland, California has been confirmed as the site of the Wrangler Dash, a \$75,000 20-lap Supercross. The event will be run in conjunction with a Pace Management-promoted Supercross over the October 22-23 weekend, and will carry an AMA sanction. \$25,000 will go to the winner of the event. "Wrangler has enjoyed a fine working relationship with Pace Management over the past two years, and we're all excited about gearing up for this new project which will surely culminate the 1983 Wrangler Super Series National MX tour," said Wrangler Super Series manager Kathy Hoy.

CYCLE NEWS WEST

America's weekly motorcycle newspaper

Sharon Clayton, Publisher
Caroline Gendry, Executive Secretary to the Publisher
Nancy Danger, Advertising/Editorial Assistant.

Editorial

Dale Brown, Senior Editor. Lance Bryson, Editor. Karel Kramer, Editor. David Edwards, Editor.

Advertising

Skip Johnson, National Sales Manager. Terry Pratt, Sales Manager. Steve Wilson, Sales Manager. Linda Brown, Advertising Coordinator. Hilloah Corry, Advertising Assistant.

Graphics and Production

Rona Kramer, Graphic Artist. Gene Bennett, Graphic Artist. Marion Hatashita, Typography. Dennis Greene, Laboratory.

Accounting/Data Processing

Mike Klinger, Controller. Donna Bryan, Accounts Receivable Coordinator. Geneva Repass, Assistant. Terry Dailey, Credit Manager.

Circulation

Rheba Smith, Manager. Michelle Hanna, Sarah Taylor, Debbie Walker, Lyna Hood, Assistants.

Want Ads

Lynda Milligan, Want Ad Sales.

Dealer Sales and Service

Tim Ryan, Dealer Sales Manager.

Service and Support

Chris Aitcheson, Receptionist. Gregory Hanson, S&S.

West

2201 Cherry Ave., Long Beach, CA
P.O. Box 498, Long Beach, CA 90801-0498
(213) 427-7433; L.A. Line 636-8844.

East

4190 First Ave., Tucker, GA. P.O. Box 805, Tucker, GA 30085-0805.
(404) 934-7850.

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ON THE FRONT PAGE: The Americans who are the force on the GP scene fill the grid with color. Race coverage on page 14. Photo by Henny Ray Abrams.

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VOICES

Fabrication

Larry Theobald's back-pedaling letter last week is pretty interesting when he starts talking about fabrications. I spoke to him at Willow Springs immediately after Jerri Woo had come to my pits, eyes red from crying, and reported that Theobald had said to her, regarding the Jon Woo Memorial Safety Project, "I don't want to have anything to do with that bull---." Theobald admitted on the spot that he said that and admitted that his judgement in saying that to Jon's widow was less than good. He even said he was sorry about the whole thing, although he never said that to Jerri.

Now he's trying to make it sound like it never happened. His story has changed, and it isn't right.

JOHN D. ULRICH
Ontario, CA

Mistaken identity

We wanted to thank *Cycle News* and Larry Langley for mentioning the fork "disc" protectors in the June 22, 1983 test of the 495 MXC KTM.

There was one mistake, though. The fork protectors are produced by Z Racing Products, which has a full line of performance products for KTM's. Pro-Cycle KTM is the exclusive distributor for Z Racing Products and interested parties can contact them at 1265 Lincoln, Anaheim, CA 92805.

JOE ZOLLER
Owner/Manager, Z Racing Products
Anaheim, CA

Snubbed by Honda

I would like to comment on Honda's recent withdrawal of Freddie Spencer from the July 16-17 Laguna Seca road race. If Honda had suspected that they might be withdrawing Freddie from competition, why was *Cycle News*, among others, allowed to advertise that Spencer's homecoming, along with Kenny Roberts, Eddie Lawson and Randy Mamola (all of the later three are still attending) will be at this year's Laguna Seca?

Honda cannot convince me that they want the 500 title any worse than Yamaha. If top riders continue to fol-

low Honda's example, you can bet that Laguna Seca will suffer due to lack of spectator attendance. I for one, have put a lot of planning into attending this race, and I seriously doubt that I will make the similar effort in the future to attend this race.

I would like to extend a *special* thanks for nothing to Honda for snubbing thousands of Americans on the west coast out of a chance to see one of America's premier road racers, as well as what could have been a fantastic battle between four of the top riders in the world.

BOB THOMPSON
Long Beach, CA

Sequoia: Do you care?

We just returned from spending the Fourth of July weekend riding in Sequoia. Only about one-tenth of the trails were open due to the wet and muddy conditions.

The weather was sunny and warm as 38 volunteers worked to complete the one-mile section of the Bitter Creek trail from Mahogany Road to Fish Creek. We can now ride trail from Troy Meadows to Fish Creek Camp. Eventually, the Forest Service plans for this trail to go all the way to Kennedy Meadows.

At the end of the work session, which lasted about two hours, Mark Anderson of the Motorcycle Industry Council gave a short talk about the threat of closure that this area faces from several Wilderness Expansion bills now being heard in the U.S. Senate.

In these bills, our areas are known as South Sierra, Monache and Dome-land addition. If you care about the future of riding in this area, please contact your U.S. Senators both by phone and mail. Tell them you want to continue to use these areas and that you don't want them included in the wilderness.

Write Senator Alan Cranston, 5757 Century Blvd., Los Angeles, CA, or call 213/642-5086, or Senator Pete Wilson, 11000 Wilshire Blvd., Los Angeles, CA, or call 213/209-7543.

Also, write both at their Washington offices: Senator _____, Hart Senate Office Building, Washington, D.C., 20510.

Volunteer Day II will be held on the July 30 weekend.

BOB HANSEN

Green Stickle origins

I was extremely concerned by the letter from Brian Beyette recently published in your paper. He had decided that to protest the "rip-off" of Green Stickle Funds, he would not renew his green stickie for the next two years. I was thankful that you pointed out the misunderstood Green Stickle Fund origins.

To further explain the program, I will go into a short history of the fund. In 1972 a group of enlightened legislators were made aware that millions of off-roaders were filling up gas cans and transporting off-road vehicles to the desert and mountain areas to consume the fuel. These people were paying a road tax but weren't using the roads! They came up with a complex formula to pay back the off-roaders for the non-use of public roads. The Green Stickle was born to keep track of how much gas tax was returned to the OHV people. The \$15 for two years is only about 5-10% of the Green Stickle Fund! If we don't continue to keep our registration current several things will happen, none of them good:

1. The CHP can stop you for trailering non-registered vehicles and issue tickets.
2. You will be refused entrance into State Vehicle parks.
3. Cuts in allocated funding will stop future development solely for off-road use such as the trails system, a plan for a statewide network of trails criss-crossing California, that will be funded by OHV money.

A protest should be mounted by your Assemblyman whose job it is to represent you. Things are really getting better for off-roaders. Senate Bill 156 has passed the Senate and is being considered by the Assembly Ways and Means Committee, and if passed we will get back \$21 million into the fund. The money can only be spent with approval by the newly formed OHV Commission, which is chaired by Jim Livermore, an off-roader who is CORVA's San Bernardino County Coordinator. I'm the vice-chairman, and I own seven off-road-registered vehicles and drive a Jeep. In its short life the commission has already opened more riding areas for enjoyment, doubled the campsites at Pismo, funded an Off-Road Fair at Hungry Valley, and taken over operation of many National Forest Trails.

After seeing all the expired registration on bikes and three-wheelers at Pismo Beach over the Fourth of July weekend, I could see the writing on the wall. I can understand the concern that the money they contribute will be "ripped off" as in the past, but when you consider the \$15 is only 5-8% of the total fund you can see that if we hold back our renewal fee, the state will hold back the gas tax so who loses? We do! For every \$15 we kick in the state antes up about \$140, so have faith and don't give up; the pendulum is definitely swinging our way. We have more and more areas opened up, we got the Barstow to Vegas race back, and best of all, we have people in Sacramento who understand our needs and concerned publications to keep us informed.

MIKE BISHOP
Santa Barbara, CA

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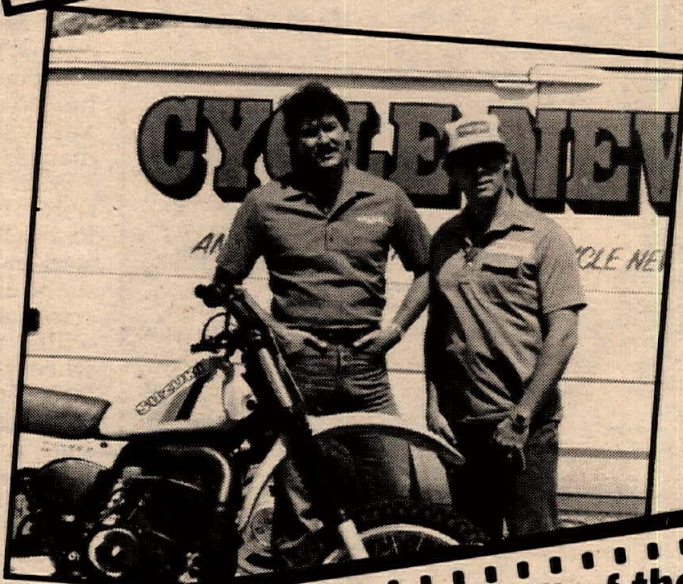
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O'Mara and Bailey take over 125 and 250 series leads with Red Bud National wins.



TEAM HONDA NIPS COMPETITION IN THE BUD.

Johnny O'Mara and David Bailey never gave the competition a chance to become a problem in the Red Bud Outdoor National MX on July 3rd.

O'Mara did what had to be done to the rest of the 125 field.

He squashed them.

And moved into the points lead in doing so.

Bailey dispatched the pesky 250 swarm with even greater haste. His 1-1 moto scores also put him in the series lead.

Both riders used Honda motocrossers equipped with liquid-cooled engines and Pro-Link™ suspension. Machines that have consistently proven quicker and more reliable than anything else on the track.

Which points out a good rule of thumb for dealing with motocross pests.

The quicker the better.

HONDA
FOLLOW THE LEADER



Broc Glover (6) picked up his first stadium win of the year, while Mark Barnett (2) had trouble in the final and was sixth but in the series lead.

AMA/Wrangler Super Series: Round 22

Glover perfect at Pittsburgh

By Tom Kolnowski
PITTSBURGH, PA, JULY 9

With the momentum of a six-moto winning streak in the 500cc outdoor Nationals behind him, Yamaha's Broc Glover had a perfect night at the Miller High Life Supercross at Three Rivers Stadium in Pittsburgh, winning his heat, semi and the 20-lap final.

Honda's David Bailey put on a charge in the late laps of the final to net a close second place finish, with Yamaha's Warren Reid motoring to third.

The "indoor" track was well received by the riders, but a few complaints after practice resulted in one of the double jumps being taken out, since some of the competitors felt it was a bit too dangerous. John Savitski designed the track, and patterned it after the same layout he used for the Pontiac Supercross in April. Many of the corners were banked, with ample room for passing. Bailey was turning the fastest times during practice, consistently in the 54-second range.

Honda's Bob Hannah tried a few laps of practice, after which the decision was made to let him sit the round out. Hannah is still recuperating from a wrist injury sustained at the Orlando Supercross on June 11.

"We felt it was better to pull him out rather than risk further injury to the left wrist," said Brian Lunnis, Hannah's tuner. Hannah promptly headed home to Idaho. He is considering a trip to Japan for acupuncture treatment.

Suzuki's Mark Barnett had a few problems in the final and finished sixth, but managed to hang onto his point lead in the Wrangler Super Series. Barnett's total reads 695, with Bailey moving into second at 668. Hannah slipped into a tie with Kawasaki's Jeff Ward for third at 640, while Glover moved up a notch into fifth with 628.

Attendance was estimated at 25,000. Traffic problems had a good portion of the crowd tied up on the roads leading to the stadium, and the start of the event was delayed by 15-minutes to allow more of the fans to get inside.

Heats

Slightly less than the maximum of 60 riders eliminated the need for

qualifying motos before the start of heat racing. After water was spread over the starting grid and a few dusty corners, Barnett got the best jump off the line and led Glover and Honda-mounted Dan Conway through the opening banked sweeper in the first of four heats. Barnett managed to hold Glover at bay for the first half of the eight lap race, but Glover took an inside line and went to the front on lap five. Suzuki's Alan King worked around Conway to secure a distant third.

The final three laps read the same, with Glover stretching his lead on each lap over Barnett. King remained in third, as Conway held off the efforts of Suzuki's George Holland to steal his fourth place position. Glover's win gave him three precious Wrangler points.

"I felt pretty comfortable out there," Glover said. "I wasn't jumping some of the double jumps that I could have been jumping. Mark wasn't real close and there was no need to take the extra risk. It's a little warm out there, and the humidity is up with no breeze at all."

Honda's Johnny O'Mara and Suzuki's Scott Burnworth were leading the pack into the first corner in the next heat, but O'Mara was left with nowhere to go and went over the hay bales on the outside. Burnworth came through clean, with Yamaha's Donnie Cantaloupi a tight second. O'Mara pulled back onto the course in dead last.

Yamaha's Ron Lechien started back in fourth, but was doubling up the jumps before the starting area and passed Cantaloupi and Honda-mounted Dean Cates to get second behind Burnworth after only a lap.

On lap three, Lechien passed Burnworth through the double jumps and Cantaloupi was moving closer to Burnworth. Suzuki's Clint Hardick was fourth. Burnworth went down on the next lap, allowing Cantaloupi to get around.

Lechien was pulling away from Cantaloupi, but was not slowing his pace at all, even with a comfortable

lead. Lechien rode smoothly through the final laps for the win, followed by Cantaloupi, Burnworth and Hardick.

O'Mara fell again before the end of the heat. "I don't really know what happened at the start," O'Mara said. "I got pushed down and from there I couldn't get going and get my composure back. Everything I did was wrong."

The third heat belonged to Bailey, as he immediately grabbed the lead over teammate Brian Myerscough, now mounted on a works Honda, and KTM-mounted Kevis Davis. Bailey gained on each succeeding lap over Myerscough, with Davis holding a distant third.

Bailey was still cutting the fastest laps of the night, and took the checkered flag after eight laps and only seven minutes and 28 seconds. Burnworth was 30-yards off the pace for second, with Davis pulling off third but far off the pace. Yamaha-mounted Rodney Smith finished fourth.

"I was just trying to feel out the track," Bailey said. "I want to get a little faster and do even better in the semi. I kept looking at the double jumps each time I came around, and they looked pretty tough. The guys who are jumping them are a bit more of a man than I am. I won't jump them until I'm ready. It may not be until the main, but I'll do what I have to do to win."

Yamaha's Warren Reid cranked through the first bend aboard his Bob Oliver-tuned works bike ahead of Kawasaki's Jeff Ward and Suzuki Support rider Rick Ryan. After two laps, Reid had built up a nice lead over Ward, with Yamaha-mounted Gene Gentsch in third.

Ward went down on the following lap but managed to remain in second. With only a lap left, Reid had an 18-second lead over Ward and slowed his pace considerably. Honda's Steve Martin moved into third, with Honda-mounted David McClain in fourth. Kawasaki's Billy Liles made a charge for fourth, but took a spill. The finishing order was Reid, Ward, Martin, and McClain.

Reid was in very good spirits after his win. "I tried to pace myself at the beginning. I had a good lead, and that made the win a lot easier. I tried real hard and things came through," said Reid.

With six less than the maximum total of 60 riders in the heats, the decision was made to hold only one quarter-final event instead of the usual two.

O'Mara made his bid to make the semis a fruitful one, as he grabbed the lead and ran away for the win. Team Tamm's Mike Shoemaker remained in second the entire distance, with Honda-mounted Carlo Coen doing the same in third. Ryan came through for the last semi starting slot with a fourth.

The crashes O'Mara had taken in his heat race left him with an injured arm, and he promptly had it attended to after the quarter-final. "It looks as if they will have to put stitches in after the race," said O'Mara.

Semis

Glover made the pivot through the first turn at the start of the first semi ahead of Cantaloupi, King and Lechien. O'Mara and Barnett were keeping close company back in fourth and fifth. Lechien was using his double jumping tactics and passed King, but took a spill in the next set of whoops at the end of the first lap.

Glover continued to fly ahead of Cantaloupi and had a four-second lead after two laps. O'Mara picked up a position after Lechien went down to capture third, with Barnett in fourth. Lechien was having problems getting back underway, which turned out to be centered around the front brake.

The top four spots remained the same for the last five laps, as Glover remained out front, pulling away from Cantaloupi. Lechien had lost a full two laps and was running in last place with his brake problem. Glover sailed across the finish line for another comfortable win over Cantaloupi, O'Mara and Barnett.

"I've got the double jumps down a little better, and getting the holeshoot this time helped out," said Glover. "I felt more comfortable and things went pretty smoothly."

Reid, Myerscough and Bailey led the pack at the beginning of the last semi, which would send the top eight into the final. Reid and Myerscough have both recently moved up to works bikes for Yamaha and Honda, respectively, and were giving Bailey a good run. Davis and Ward were fourth and fifth.

Reid, Myerscough and Bailey kept running in tight formation for the following five laps. With less than two laps left, Bailey managed to pass Myerscough in the whoops to take up a position several seconds behind Reid.

Bailey continued to close on Reid and with a quarter of a lap left moved to within a bikelength. In the last section of whoops before the finish line, Bailey got out of shape and Reid went on for the win with a two-second margin. Myerscough, Ward and Davis copped the next three positions.

The Last Chance Qualifier was the Rick Ryan show. Holland came away with the holeshoot, but Ryan passed after two laps and led the rest of the way. Martin and Honda-mounted Jeff Hicks passed Holland in the air over the large central jump and knocked him to fourth on lap five. Ryan and Martin finished 1-2 to get the last two transfers to the final.

Lechien didn't make the final, after front brake problem put him into 18th place in the semi. "When I went down, the front brake cable came out

and got tangled around the front end. By the time we got it straightened out, I was two laps down," Lechien said.

Final

Not having won a Supercross in 1983, Glover was hungry for a win. While he admittedly prefers the outdoor events, Glover was in fine form as he led the pack through the start of the final. O'Mara, Ward, Reid and Barnett were fighting over the next few positions. Bailey got stuck in traffic and came off the start in eighth.

After the first two laps, Ward and Reid had settled into second and third behind Glover. Bailey had perfected the double jumps and was charging back in fourth ahead of Barnett.

On lap five, O'Mara went down and Bailey motored by for third. Reid was running a strong fourth, followed by Cantaloupi and Barnett. On the next lap, Ward stalled in the whoops and lost a few seconds, with Bailey moving closer. Glover had the lead all to himself and a nine-second cushion.

Ward managed to retain second for another two laps, but lost it when Bailey cut to the inside going through mechanic's area.

With five laps left, Bailey was picking up about a second on Glover each lap. Ward crashed and Reid moved into third. Ward remounted for fourth, followed by Barnett and Myerscough.

Traffic became a problem for Glover on the last two laps, and Bailey closed to within two seconds. That was as close as Bailey was able to get, as Glover carried his lead through to the checkered flag. Reid clocked in with third, several seconds behind Bailey. Ward and Myerscough rounded out the top five.

"I haven't won a stadium event all year and it feels super-good!" Glover said in winner's circle. "A race like this takes a toll on your nerves. I went at it with a real open mind and tried to keep the stress down. It made a big difference. I feel great."

When asked if he knew how close Bailey was near the end, Glover answered, "I could see that he was catching me a bit on each lap. I got into some lappers and he closed pretty fast. I didn't get a chance to double up on one of the jumps due to traffic and he gained a couple of seconds. He was charging and riding good all night, so I knew it would come down to the two of us."

"I wish I could've closed in on Broc a lap sooner," Bailey said. "It was getting hot out there and I think Broc slowed his pace a bit. The humidity was terrible and started to take its toll. I just kept trying as hard as I could and I had to think about what I had to lose. Reid was there, and if I made a mistake he was going to capitalize on it. I'm pleased with the way I rode."

Bailey was wearing the scars of battle, with tire marks on the back of his jersey. "I got sandwiched at the start, and through the first few corners I thought I was in some type of destruction derby," Bailey said. "My bike is all bent up and I have these knobby marks all over." Cliff White, Bailey's tuner, has his work cut out for him in order to get the bike prepped for the next event.

"I just started riding the works bike in the Supercross before this and I feel really comfortable on it. I'm ready to go for it!" said Reid. "I stayed back east and practiced on it instead of going home (to California) after last week's race in Michigan, and it helped out a lot."



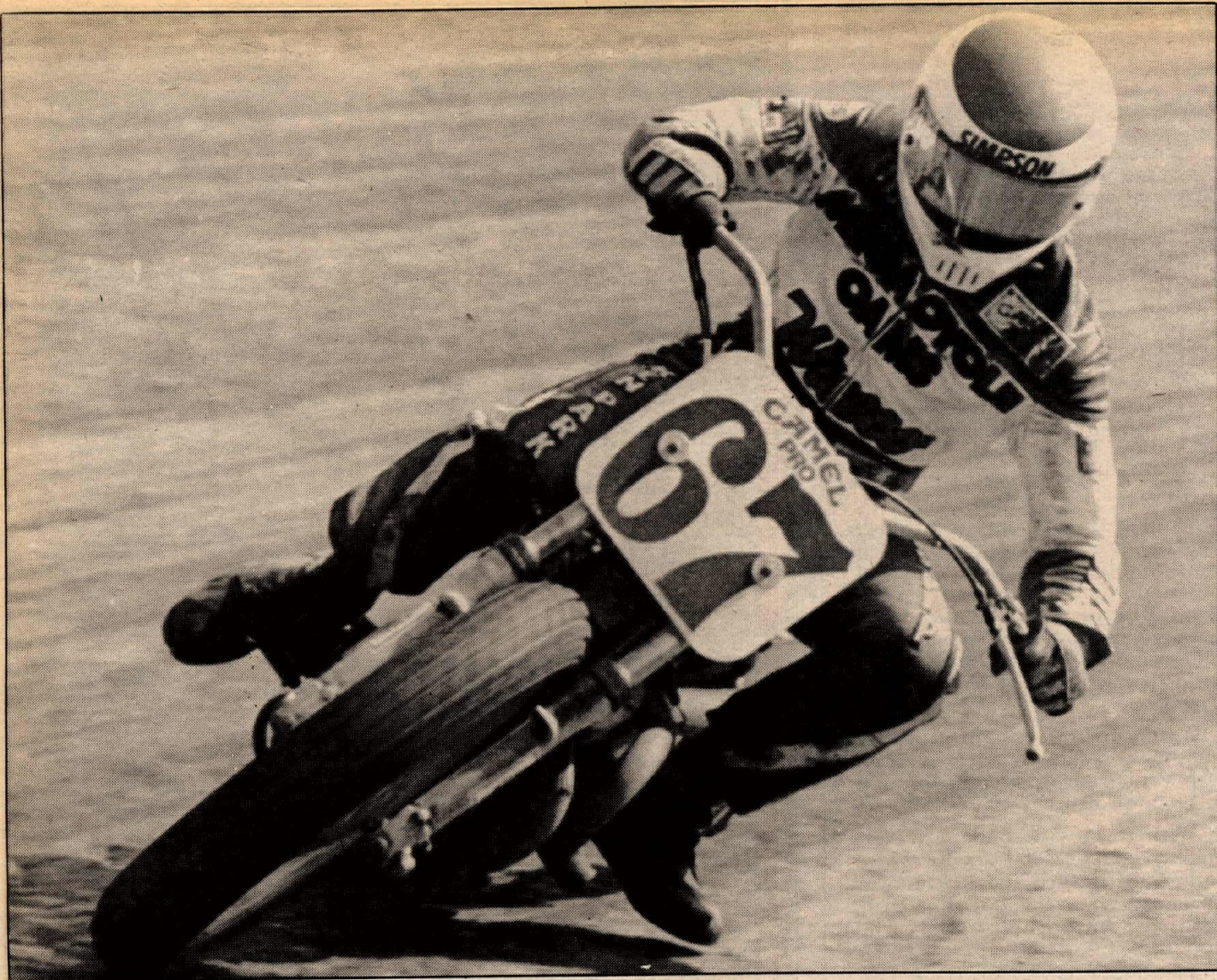
(Top) David Bailey flies to second. (Above middle) Mark Barnett (2) tries to elude Brian Myerscough (42) and Bailey. (Above) Third-placing Warren Reid (10) holeshoots while fourth-placer Jeff Ward rides behind Reid. (Below) Scott Burnworth (16) leads and Johnny O'Mara heads off-track.



Results

FINAL: 1. Broc Glover (Yam); 2. David Bailey (Hon); 3. Warren Reid (Yam); 4. Jeff Ward (Kaw); 5. Brian Myerscough (Hon); 6. Mark Barnett (Suz); 7. Scott Burnworth (Suz); 8. Steve Martin (Hon); 9. Billy Liles (Kaw); 10. Clint Hardick (Suz); 11. Kevin Davis (KTM); 12. Dan Conway (Hon); 13. Rick Ryan (Suz); 14. Eric Eaton (Mai); 15. Donnie Cantaloupi (Yam); 16. Alan King (Suz); 17. Johnny O'Mara (Hon); 18. Rodney Smith (Yam).

AMA/WRANGLER SUPER SERIES POINT STANDINGS: 1. Mark Barnett (695); 2. David Bailey (668); 3. (TIE) Bob Hannah/Jeff Ward (640); 5. Broc Glover (628); 6. Johnny O'Mara (613); 7. Ron Lechien (472); 8. Warren Reid (460); 9. Brian Myerscough (431); 10. Alan King (429); 11. Scott Burnworth (423); 12. Billy Liles (419); 13. Kent Howerton (370); 14. Mike Bell (367); 15. Steve Martin (355); 16. Donnie Cantaloupi (332); 17. Goat Breker (316); 18. Rick Johnson (288); 19. (TIE) Danny Chandler/Phil Larson (272).



(Left) Winner Bubba Shobert cranks it over. (Above) Jim Filice won his heat by a large margin.

AMA Grand National Championship/ Camel Pro Series: Round 19

Shobert sharp at Syracuse Mile

By Gary Van Voorhis
Photos by Bill King

SYRACUSE, NY, JULY 10

Bubba Shobert became the first rider this season to win back-to-back Nationals by taking an easy victory in the Shoei Syracuse Mile National at the New York State Fair-

grounds. Shobert grabbed the lead on a restart with 12 laps to go in the 25-lap National and never looked back. Filling out winner's circle, just as they had the week before at Indianapolis, were Ricky Graham and Scott Parker.

Jimmy Filice posted his best finish of the season with a fourth, just inches ahead of Jay Springsteen at the finish line.

Tammy Kirk put in a very strong ride in the Last Chance Qualifier to win it and earn a starting spot in the National. She finished 13th.

Graham strengthened his hold on the top spot in the Camel Pro Series standings to 13 points over Randy Goss. Goss took 11th after having been involved in a single-rider crash which caused the race to be stopped on lap 14 and then restarted. Goss made the restart. Shobert, via his second National win in nine days, edged ahead of Springsteen for third in the standings, 148 to 143.

Promoter Don Brymer and Mother

Nature joined ranks to serve up a perfect day and a fast track. However, the crowd for this first time running of the Syracuse Mile in July was only about half of what the September running enjoys.

Qualifying

Filice, aboard the Eddie Adkins-tuned Harley-Davidson XR750, turned in a hot lap of 36.516 seconds on the egg-shaped mile track to take top qualifying spot. Shobert, Steve Morehead — now on the Tex Peel-owned machine of injured Tom Maitland, Graham and Rod Farris, who took Morehead's place on the Patrick Racing entry, rounded out the top five. The top rookie qualifier was Bryan Hardin and his Jimmy Clarke-tuned Harley. He qualified ninth. The factory RS750 Hondas of Hank Scott, Terry Poovey and Mike Kidd all were in the program. Tim Johnson was the final qualifier in the 48-rider field at 38.762.

Heats

Filice jumped into command right

from the start in heat one. Steve Lawson and Jay Beach swapped second on the next two laps, while Farris and Steve Eklund were mired in mid-pack. Hardin moved up to make it a three-way battle for second with Kidd, Farris and Eklund also closing. Only Filice's spot was secure by the half-way point.

At the start of lap six, Beach, Lawson, Hardin, Farris, Kidd and Eklund were all bidding for second, while Filice had over a half-straightaway lead.

Farris slipped through traffic to take over second with one lap to go, leaving a four-rider melee for third and the last transfer. Beach grabbed third heading into the third turn and Kidd, just as quickly, took it away. Kidd, by a bikelength margin, held on to take the last transfer to the National. Filice's margin of victory was commanding while Farris had plenty of breathing room on the fight for third.

The start of the second heat saw Ted Boody take the lead only to be passed by Shobert and Tim Mertens on the backstraight. Boody took second back on lap two to drop Mertens back to third. Alex Jorgensen then moved up to drop Mertens back to fourth and quickly dropped Boody to third.

At the halfway flags, the battle for

second tightened up. Shobert still held command, but it was now Goss/Boody/Jorgensen/Mertens all in a clump. It was a pass and repass situation as each took a turn at second. Jorgensen took second in turn three as the pack headed for the white flag, but Goss took it back in turns 1-2. Jorgensen made his move by drafting past Goss on the back straight and taking over second — again — in turn three. Only this time, Jorgensen held off Goss' challenge by less than half a bikelength at the flag. Shobert took the win.

Morehead jumped to the lead off the starting line in heat three with Springsteen, Chris Evans and Keith Day in tow. Springsteen soon began to cut Morehead's gap. Hank Scott then moved into third, but was quickly dropped to fourth by Parker and the two began to trade places.

At the end of lap four, Springsteen took the lead away from Morehead as the two drew away from the fight for third between Scott and Parker, while Scott Adams and Phil Darcy debated fifth. Morehead pressured Springsteen all over the track as Scott opened up 10 bikelengths of breathing room in third.

Morehead got a wheel under Springsteen in turn three on lap seven, but couldn't get past and the two were dead even across the start/finish line as they took the white flag. It appeared Morehead had lost the opportunity to win, but he closed as they exited turn four and, by less than a foot, drafted past for the win. Hank Scott held off Parker's challenge for third. This was the fastest heat of the program and gave Morehead the pole for the National.

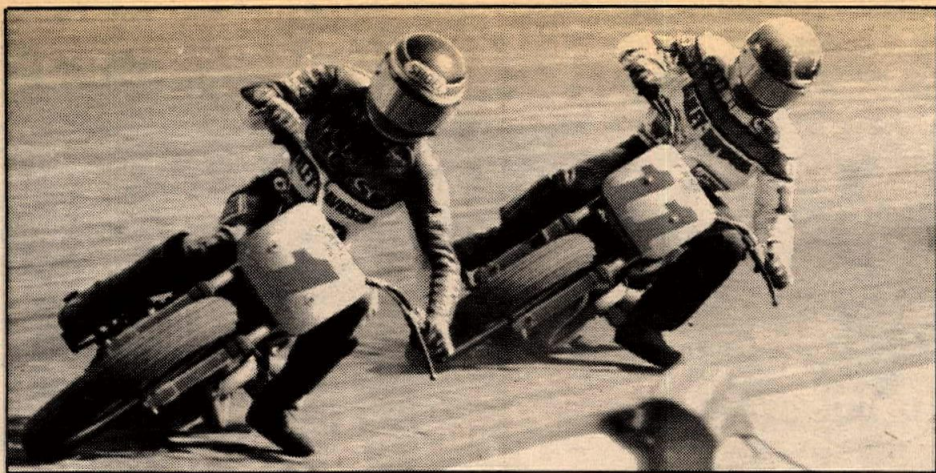
Graham took the lead from Gary Scott as the field hit the third turn on the first of 10 laps in heat four. Jon Cornwell and Garth Brow hooked up right behind. Brow moved to third on lap three, behind Graham and Scott.

Graham began to stretch out his leading margin at the halfway point while Scott began to feel a lot of pressure from Doug Chandler with Cornwell, Brow, Rob Crabbe and Terry Poovey behind. Tammy Kirk, after being last off the line, had moved to seventh, but was unable to grab the draft. Poovey slithered through traffic to drop Chandler out of second with Scott and Brow both trading places.

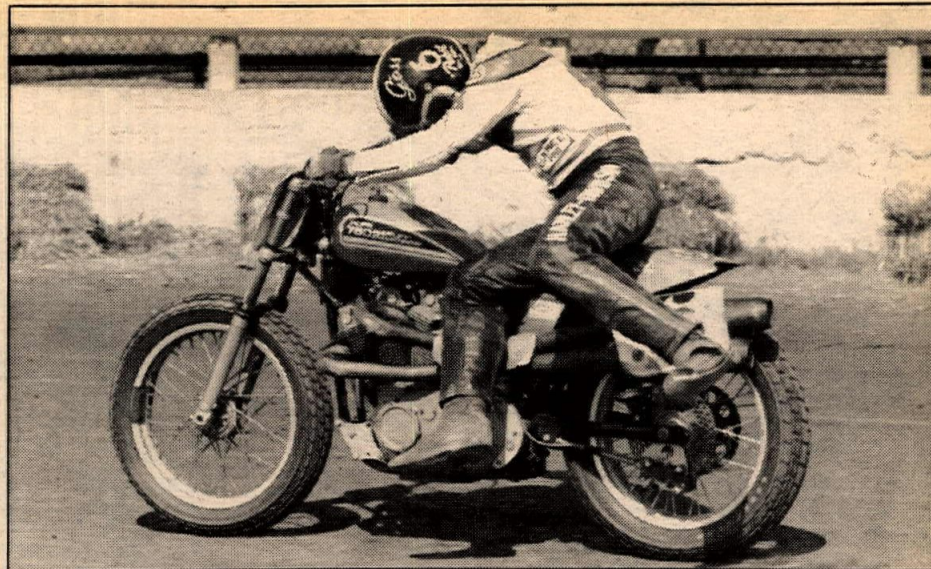
It was a drag race to the wire. Graham led the charge off the fourth turn with Poovey able to hold his position in second. Brow used his mile track experience to slip past Chandler at the start/finish line and take third.

Semis

The top two finishers from the two semis would advance to the National. The first semi saw a good four-rider



(Above) Ricky Graham (1) and Scott Parker were close for the whole race. (Right) Randy Goss slid into the haybales, but got up to make the restart.



battle for the lead develop between Boody/Chuck Springsteen/Mertens and Beach. The duel then became a Boody/Springsteen/Mertens fight with lead swapping all over the track — third to first and first to third in any given corner. Springsteen slid high in turn one/two, lost position and then crashed at the end of the back straight, unhurt. Beach also went down.

The Boody/Mertens battle continued for one more lap until the red flag came out due to the Springsteen/Beach crash. The semi was called complete with Boody and Mertens taking the transfers.

Parker led the field at the end of the first lap in semi two with close company from Cornwell with another four riders lurking behind. By the fourth lap, Kirk, from a last place start, had moved to sixth. Gary Scott was out of the race with transmission problems. Chandler, a rookie who moved from Novice to Expert in less than two years, grabbed the lead from Boody as the field began the eighth lap. Chandler was out with an undisclosed engine problem on the next lap. This left Parker to take an easy win with Dan Ingram, the third place finisher at the Knoxville Half Mile National, taking second over Cornwell.

500cc Challenge

Winner Don Estep, aboard a Can-Am, didn't have the lead in the Syracuse 500cc Challenge until the final 30 feet. For the opening nine laps, it was a USA vs. Canada race between Newport News, Virginia's Mark Hartley and Martin Lavoie of Welland, Ontario, Canada, in a swapfest that saw the lead change at the start/finish line on nearly every lap. Estep, the fast qualifier, had a poor start, but quickly began to make ground and at the halfway point was quickly planning to make the two-way fight for the lead a three-way one. In the final two laps, Estep dropped Hartley to third and then set his strategy for the finish.

"I was waiting until the final lap to make my move," said Estep. "I want to thank Steve Morehead for all his help and a special thanks to Harry Lillie who built the engine. We wouldn't be here if it wasn't for him."

Last Chance Qualifier

There was only one transfer spot to the National from the Last Chance Qualifier and nearly everyone wanted it. One rider absent from the starting line was Eklund, who had scratched from the event. A crash by Bryan Hardin on the opening lap brought out the red flag and Hardin took an ambulance ride for a check-up.

Eric Rausch and Cornwell duelled in the opening laps with the two nearly side by side as they took the halfway flags with Dave Hebb and Fran Brown close behind. Kirk, from an eighth-place start, was leading the

rest of the field in fifth. One lap later, Kirk was up to third. Cornwell's engine then broke and Kirk was in second and closing the gap on leader Rausch. The start of the final lap saw Rausch with a 20-length advantage which dissolved to five as the two entered turn three. Kirk tailed Rausch as they exited turn four and then drafted past at the finish line to take the win by a foot.

Junior Invitational

Junior Invitational winner Curt Rehmer nearly crashed out of the event on the second lap, handing the lead over to Doug Davis. Rehmer regained his rhythm and chased Davis for two laps before retaking the lead. Davis hung on Rehmer's rear wheel for one more lap before his bike's engine went on one cylinder and he slid back to the Darryl Johnson/Joe White/Ron Andrews' fight for third. Rehmer cruised out front while Davis' engine again began to run clean although he couldn't break away from the pack. On the final lap, Rehmer enjoyed a huge lead while Davis held second. White lost third to Johnson while Andrews couldn't improve his fifth.

National

"Maybe, just maybe, we'll have some good luck this time out," said Steve Morehead as he relaxed prior to the start of the 25-lap National. Morehead was aboard the injured Tom Maitland's bike after ending his association with Patrick Racing's Carl Patrick.

Filice, in his first mile National start, was all smiles. "My strategy all depends on my start," said Filice. "If I get a good one then I'll go for the lead and try to break the draft with the rest of the field. If not, I'll see how things go. I want to be in the front-running pack."

"Tire wear is going to be the key," said Springsteen showing crossed fingers on both hands. "The track will chew the tires up so it's going to be who can get a good, smooth drive off the corners without tearing up the rear tire."

Tammy Kirk, after running 30 laps through her heat, semi and the Last Chance Qualifier, looked a bit tired. "I'm worn out and my bike probably is too," said Kirk. "I've come this far today, I'm going to keep on going."

"I think the strategy for Kidd, Poovey and myself," said Hank Scott, "will be to get the best start possible and hang onto the draft."

True to his word, Filice executed a perfect start to lead the field through turns 1-2 and down the back straight, with Graham, Shobert, Morehead, Springsteen, Parker, Goss, Boddy and Jorgensen in tow like a long two-wheeled snake. Filice was able to break the draft on the rest of the field and pull away to a 20-bikelength lead in the next four laps, while Graham held an advantage on the battle between Shobert and Springsteen for

third and was slowly inching in on Filice.

On the sixth lap, Graham got a good drive off turn two and closed dramatically on Filice. As the two came toward the start/finish line, Filice cast a glance over his shoulder, as he had in the three previous laps, and didn't like what he saw. Graham was nearly on his back tire. Shobert and Springsteen had closed on the front two leaving Morehead and Brow to debate fifth with Parker and Goss in a fight for seventh and Jorgensen in a lonely ninth.

Graham took over the lead on lap eight as Springsteen moved to third past Shobert. Morehead and Brow had closed the gap. Farris coasted across the start/finish line with his hand in the air. He was out for the day with a broken rod in his bike's engine.

By lap 10, there were six riders going for the lead with Filice out in front of the Shobert/Springsteen/Graham/Goss/Morehead pack nipping at his heels. It was a classic pass and draft situation with the next lap seeing Shobert and Springsteen, side by side, in the lead and Goss third with Filice fourth ahead of Morehead and Graham with Parker and Brow following. Boody, Scott and Mertens were fighting for 10th just behind Jorgensen. Kidd, Kirk, Ingram and Poovey rounded out the field.

Goss exploded the haybales between turns 1-2 on lap 13, bringing out the red flag and stopping the race. Goss was quickly up and appeared to be alright, although he had the wind knocked out of him. A flurry of activity took place on the front straight near the pit area as many riders sought to change tires or make other adjustments.

"It's a war out there," said Springsteen.

The tire changes would work for some and slow the charges of others. Goss made the restart at the back of the pack. The race had been stopped on lap 14 with the scoring reverting to lap 13, leaving 12 laps to run. The single-file start had Shobert, Springsteen, Filice, Graham and Morehead leading the gridding.

On the flash of the green starting light, the front four jetted away while Morehead had his chain jump off its sprocket and send the riders behind him scattering in evasive action. "The clutch cable broke on the line so I just rammed it into gear," said a dejected Morehead. "I just can't seem to break this bad luck jinx."

By the end of the 15th lap, Shobert had opened up a good deal of real estate on the Filice/Graham/Parker/Jorgensen/Springsteen/Poovey duel for second. Scott and then Boody moved in to challenge also.

On lap 17, Scott coasted to a halt on the back stretch "when the engine began to make loud noises." Parker had moved to second with Jorgensen right behind and Graham and Spring-

steen pressuring him for third. Filice was sixth and Goss had come from last on the restart to seventh.

Jorgensen's challenge came to an end on lap 20 when the brake line to the rear master cylinder became disconnected. He would slowly slip back to an eventual eighth. Poovey's Honda RS750 seized on the same lap.

Shobert had no trouble in the final five laps and took the checkered flag to the waving on of sponsor Ken Parker. The battle for second and fourth would go right to the last lap with Graham making his move for second just before the final lap and holding off Parker challenges to set the top three in winner's circle.

Filice just barely Springsteened at the line for fourth. "Jimmy looked over at me and shrugged his shoulders on the cool-off lap," said Springsteen. "I gave him the thumbs-up sign to tell him he got me."

In the back of the pack a battle for 12th was going on between Kidd and Kirk. Kirk led at the white flag, but Kidd took 12th back in turn three and held on by a bikelength at the flag.

"Back to back mile National wins aren't too bad," said Shobert. "Now I need to win a couple of half miles. I thought there was someone following me closely in the final laps so I kept just it wide open. I was hearing my own engine echo off the walls, but I didn't know that until the finish. My tuner, Paul Chmiel, builds one strong bike."

"Bubba got away from all of us early because his tires were working right away," said Graham. "I got barked behind Jimmy (Filice) and by the time I got around, Shobert had too much ground to catch up. Parker and I had a good battle. He's really learned how to ride the groove."

"I couldn't catch Ricky's draft on the last lap," said Slinger, "and I needed it if I was to slingshot him at the finish for second."

Results

25-LAP NATIONAL: 1. Bubba Shobert (H-D); 2. Ricky Graham (H-D); 3. Scott Parker (H-D); 4. Jim Filice (H-D); 5. Jay Springsteen (H-D); 6. Ted Boody (H-D); 7. Tim Mertens (H-D); 8. Alex Jorgensen (H-D); 9. Dan Ingram (H-D); 10. Garth Brow (H-D); 11. Randy Goss (H-D); 12. Mike Kidd (H-D); 13. Tammy Kirk (H-D); 14. Terry Poovey (H-D); 15. Hank Scott (H-D); 16. Steve Morehead (H-D); 17. Rod Farris (H-D).

No time due to restart.

JUNIOR INVITATIONAL: 1. Curt Rehmer (H-D); 2. Doug Davis (H-D); 3. Darryl Johnson (H-D); 4. Joe White (H-D); 5. Ron Andrews (H-D); 6. Keith Harper (Yam); 7. Todd Sharpless (H-D); 8. John Holmes (H-D); 9. Ben Suidara (Yam); 10. Martin Lavoie (H-D); 11. Don Krusinski (H-D); 12. Mark Hartley (H-D).

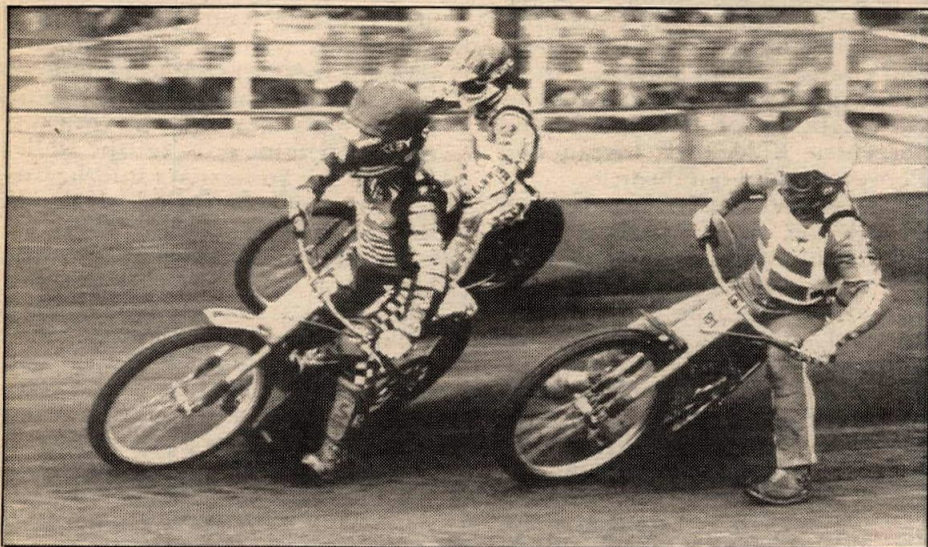
Time: 7 min., 47.308 secs.

500cc INVITATIONAL: 1. Don Estep (C-A); 2. Mark Hartley (H-D); 3. Martin Lavoie (H-D); 4. Steve Duff (H-D); 5. Jeff Lawson (C-A); 6. Stephan Flach (H-D); 7. Brad Wiebler (Yam); 8. Duane Duvall (H-D); 9. Rober Bibeau (H-D); 10. Guy Hughson (H-D); 11. Tom Swanson (Yam); 12. Thomas Brawn (Yam).

AMA GRAND NATIONAL CHAMPIONSHIP/CAMEL PRO SERIES POINT STANDINGS: 1. Ricky Graham (175); 2. Randy Goss (162); 3. Bubba Shobert (148); 4. Jay Springsteen (143); 5. Scott Parker (122); 6. Alex Jorgensen (104); 7. Gary Scott (72); 8. Steve Eklund (70); 9. Ted Boody (66); 10. Mickey Fay (57); 11. Terry Poovey (55); 12. Miles Baldwin (49); 13. Gregg Smrz (46); 14. Doug Brauneck (41); 15. Mike Baldwin (40); 16. Tim Mertens (36); 17. Hank Scott (35); 18. Steve Wise (30); 19. Garth Brow (29); 20. Steve Morehead (28).



(Above) The American team of (left to right) Kelly Moran, Lance King, Bobby Schwartz, Dennis Sigalos and Shawn Moran. (Below left) Schwartz is pursued by Simon Wigg and Finn Thomsen. (Below right) Shawn Moran leads Kenny Carter.



America qualifies for speedway Team Cup

By John Hipkiss

WIMBLEDON, ENGLAND, JUNE 26

America and Denmark both qualified for the final of the World Team Cup Speedway Championship to be held in Denmark in August. Denmark took top honors in this

stage with 35 points, four more than were tallied by the U.S., the defending World Champions in this category.

The two teams relegated England to third place, and while the top two teams go directly to the final, England will have to try again. They get a second chance thanks to a newly

introduced rule that allows the third-placed team to compete in the Continental Final. The British will go up against teams from West Germany, Poland and Czechoslovakia, and the top two from that meet will go up against the Yanks and the Danes in the final.

The Americans started well in this event, holding a two-point lead over the Danes after four races. However, heat seven saw Kelly Moran fall in the first turn. Although he remounted, he gained no points and Denmark was up by two. The next race saw Shawn Moran give the Americans a lift they needed when he beat England's Dave Jessup to tie the score with the Danes at 16. England had a score of 13.

Races 10 and 11 were won by Lance King and Dennis Sigalos. King came in as a replacement for Kelly Moran and beat England's Chris Morton. When Sigalos got the better of Denmark's Tommy Knudsen, it gave the

Americans back their two-point lead, 24-22.

Heat 12 proved costly for America as Bobby Schwartz, after trying every line on the track, finished last. With Denmark taking the heat, they gained a one-point lead.

Going into the last race, heat 16, the scores were Denmark 33, America 28, England 25 and Sweden 4. This gave the British a fighting chance because they could force a run-off for second by winning the final heat if an American didn't score a point. However, "Siggy" would have none of that. After a poor start, Sigalos provided the best race of the night by powering around the outside of the field to take the win.

Results

DENMARK, 35: Hans Nielsen (12); Erik Gundersen (12); Tommy Knudsen (5); Finn Thomsen (5); Ole Olsen (1).

USA, 31: Shawn Moran (10); Dennis Sigalos (9); Bobby Schwartz (6); Lance King (4); Kelly Moran (2).

ENGLAND, 26: Chris Morton (8); Dave Jessup (8); Kenny Carter (7); Simon Wigg (3); Peter Collins (0).

SWEDEN, 4: Jan Andersson (2); Tommy Nielsen (1); P. Brennifors (1); Anders Erikson (0).



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1981 GS550TX	Was \$1,859	Now \$1,599
1982 GS450LZ	Was \$1,804	Now \$1,499
1982 GS450EZ	Was \$1,804	Now \$1,599
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1982 GS450TXZ	Was \$1,567	Now \$1,349
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1983 GS-550ED	Was \$2,799	Now \$2,299
1983 GS-550LD	Was \$2,599	Now \$2,199

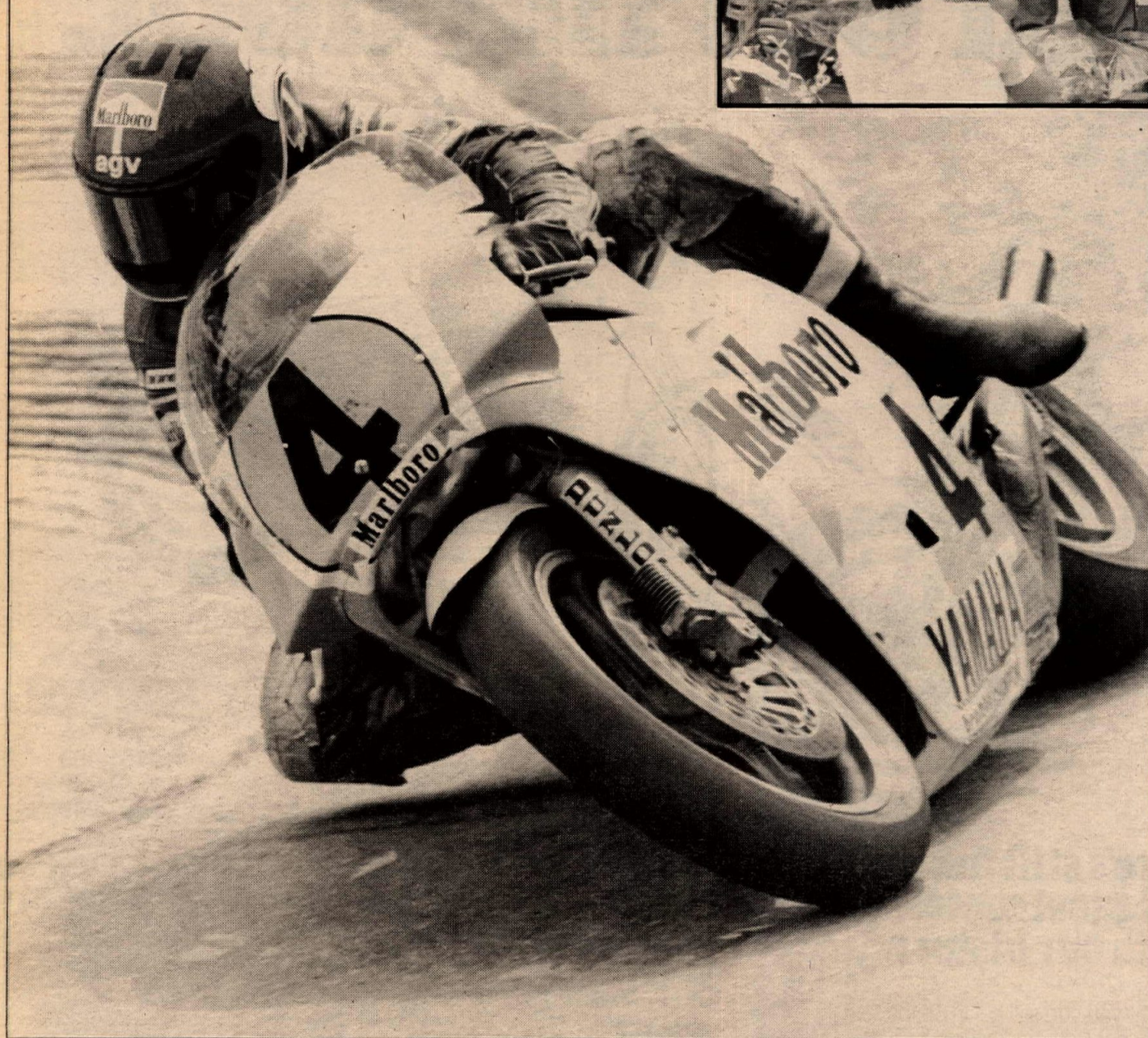
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(Left) Kenny Roberts powered to a win that closed the points gap, then joyfully popped the cork (above).

World Championship Road Race Series: Round 9

Roberts keeps closing with Belgian GP win

By Henny Ray Abrams

FRANCORCHAMPS, BELGIUM, JULY 3

Marlboro Yamaha's Kenny Roberts moved to within five points of world championship points leader Freddie Spencer of Honda by winning the Belgian Grand Prix at Francor-

champs while Spencer finished second after being slowed by tire troubles. Third went to HB Suzuki's Randy Mamola who retained third in the point standings.

Also holding their ground in the point table were fourth-placed Takazumi Katayama of Honda and Marlboro Yamaha's Eddie Lawson in fifth.

Roberts took the lead from a slowing Spencer on the 13th of 20 laps on the 4.32-mile long twisting circuit and finished with a more than comfortable 14-second margin. He didn't slow the pace after taking the lead, however, and on the 17th lap set a new record with a round of 2:32.42, averaging 102 mph. The record was 4.5 seconds better than Spencer's record lap of last year.

Along with his win the previous week at Assen, it was the first time since the beginning of the 1980 season that Roberts had scored consecutive wins. He now moves into an undisputed fifth place in the all-time win list for 500s with 20 career wins.

Didier de Radigues became the first Belgian to win a grand prix on his home track in 15 years with a

wildly cheered race victory in the 250cc class. The Team Johnson/Chevallier rider cruised down the final downhill straightaway sitting bolt upright raising a clenched fist to the delight of the 100,000 fans. Finishing four seconds back was Team Sonauto Gauloises' Christian Sarron with championship leader Carlos Lavado third, 10 seconds back on his Venemotos Yamaha.

After a string of four seconds and a DNF, Garelli Corse factory rider Eugenio Lazzarini won his first grand prix of the season in the 125cc class, besting World Champion teammate Angel Nieto by 10 seconds. Third went to Spaniard Ricardo Tormo.

Nieto maintains his lead in the quest for his 11th world title since he started grand prix racing in 1964 with 87 points to Lazzarini's 67.

In the Sidecar class, the Swiss Krauser Racing Team duo of Rolf Biland and Kurt Waltisperg took their third win in four tries with an easy 18-second win over the only other winners in the class this year, Egbert Streuer and Bernard Schnieders on another LCR Yamaha, this one sponsored by Barclay/Caraco. Third in both qualifying and the race was the French Krauser team of Alain Michel and Claude Monchaud.

In 250cc qualifying, de Radigues gave the hint of what was to come by piloting his Chevallier Yamaha to the pole position with a time of 2:38.72. Second went to Lavado, a four-time winner this year, and third to Sarron.

With a flash of green the 250s were off and what has proven to be the most competitive class of the year didn't disappoint. Sarron and de Radigues led at the front with West German Martin Wimmer in third ahead of a pack of four contesting fourth. Wimmer's bike developed a misfire and he was feeling the effects of a lingering flu and when Lavado came up on his rear tire along the bending downhill straight, Wimmer waved him by.

By then, however, Lavado was too far in arrears of the Sarron/de Radigues duel to challenge and had to settle into third.

Sarron led for most of the race, but just when it appeared that he was gaining some breathing room, de Radigues closed it up and with just a few laps to go passed the Frenchman for the lead. The lead was tenuous, however, until the final lap when a mistake on Sarron's part cost him any chance of challenging the Belgian for the win. At the end the gap was close to four seconds between the

leading pair, who had another six on third-placed Lavado. Fourth went to another Chevallier Yamaha, this one Elf-sponsored and ridden by Thierry Espie and fifth was Herve Guilleux's on the But Kawasaki.

Although Sarron had to settle for second, he still took fast lap honors with a new record of 2:40.86 on the sixth of 16 laps.

For once, all of the 500cc practices here in Belgium were run mostly in the dry. Last year monsoon-like rains all but washed out one practice and this year the riders felt that they had to go for it from the start since the finicky Belgium weather could change for the worse instantly.

Mamola led the first session, run on a drying track, with a time two seconds better than Spencer's. From the second session on, however, the numbers were all Freddie's with a 2:32.70 his best clocking, and that in the third session. Roberts was only seven-hundredths behind with Mamola ending up half a second behind Roberts. Eddie Lawson was 1.4 seconds off Mamola's pace and Katayama was close behind Lawson.

As the four Americans lined up on the front row of the grid, the sun was shining intermittently with the temperature rising all afternoon. By the time the 500s were given the green light at 3:20 in the afternoon, the track had heated up beyond most people's expectations and it would prove crucial in tire choice.

As always, Spencer rocketed into the lead with Mamola a distant second and Roberts getting his Yamaha started in a surprising third with Marco Lucchinelli and Katayama also up front. Lawson got off badly and was mired behind a pack in ninth place.

"It started right up," Lawson began, "But it wouldn't take any throttle as we headed up the hill. Then I got stuck behind that pack and it slowed me down getting around them."

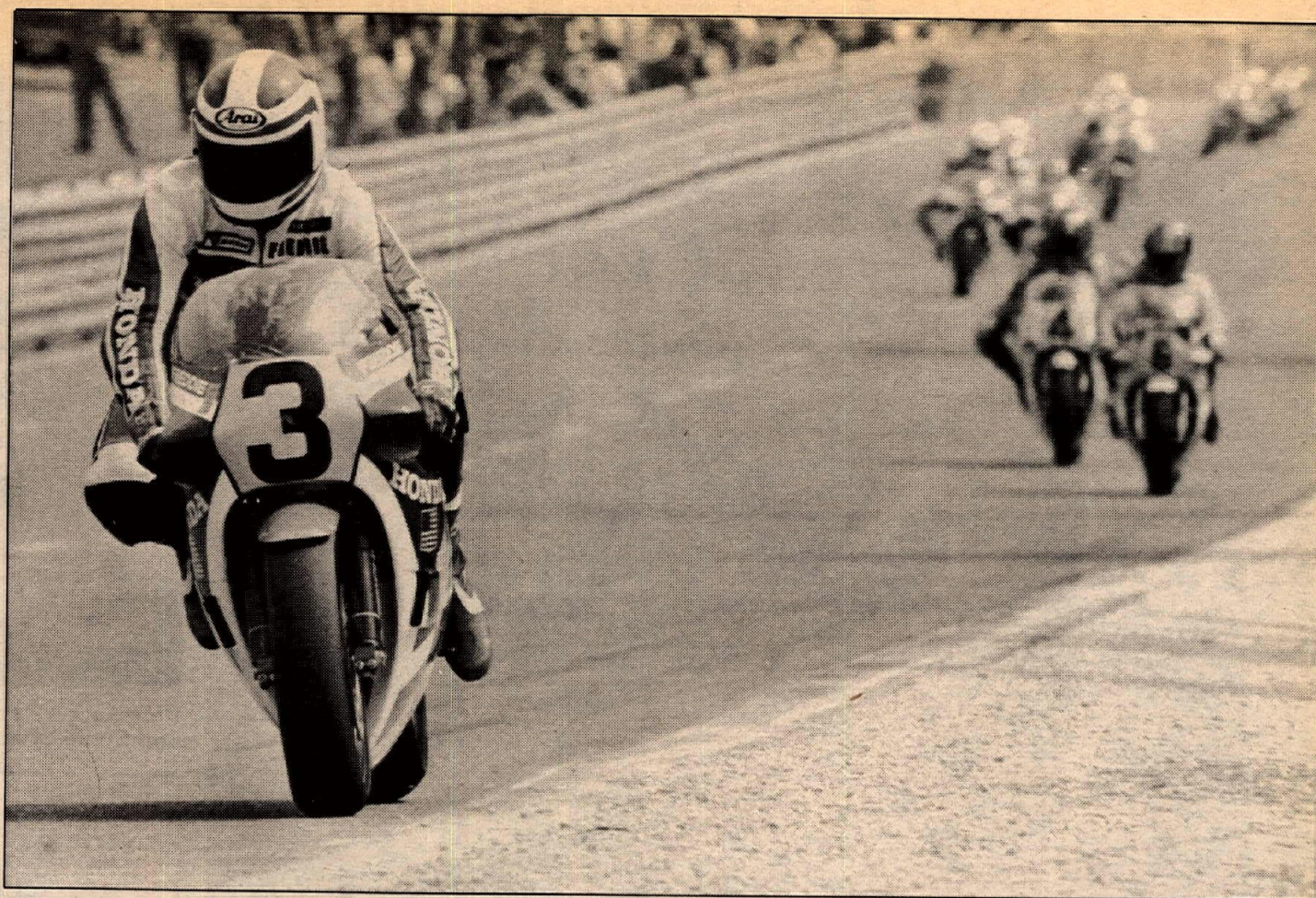
Spencer, whose advantage on the first lap alone was more than 50 yards, began stretching his lead with Roberts dispatching Mamola from second and Katayama settling into fourth as Lucchinelli began his move backwards.

On the sixth lap Lawson moved into fifth after clearing the trio of Ron Haslam, Lucchinelli, and Marc Fontan and would spend the rest of the race chasing Katayama.

Spencer was still pulling away and on the seventh lap had an eight-second advantage on Roberts. The two of them were steadily pulling away from Mamola, who was trying desperately to make up for a horsepower-deficient machine. "Today was worse than qualifying yesterday. Then we used last year's engine and cylinders. The problem was that we had a ring sag near one of the ports that wasn't braced and we knew that it wouldn't last the whole race. I did a 2:33 yesterday and one piston sagged so we had to use the engine from Assen which was 1½ seconds a lap slower. Kenny and Katayama were pulling me three-quarters of a second on the front straight alone and I had to make it up in braking and in the corners. Then the bike started missing toward the end of the race," Mamola said.

A lap or two later and trouble befell Spencer. "The tires were fine until the eighth or ninth lap," the Louisiana native stated, "Then it gradually got worse and worse. When I knew Kenny was catching me I was running low 2:33s, then 2:34s. When the rear tire went I had to steer more and the front looked like it got too hot, then it got hard and I couldn't steer it. We weren't expecting the temperature to get this high."

He added, "It would slide and I'd catch it. That's the worst feeling in



(Above) Freddie Spencer (3) had a big lead in the early going. (Below) Eddie Lawson (27) came through the pack after a poor start for fifth. (Bottom) Randy Mamola hustled his underpowered Suzuki to third.

the world. Kenny passed me in the hairpin on the 13th lap and got a little sideways doing it."

Roberts agreed. "Freddie went wider than usual and I went inside him. I didn't want to hit him on the way out so I took a much tighter line and when I gassed it it went sideways. I caught it, got on the gas again, and it did a big wheelie as I pulled away. I thought, 'Well Freddie, you did it to me a couple of times last year.'"

In fact, it was the same corner in which Roberts was passed in 1981 by Marco Lucchinelli on his way to the world championship, and for the same reason: tire troubles.

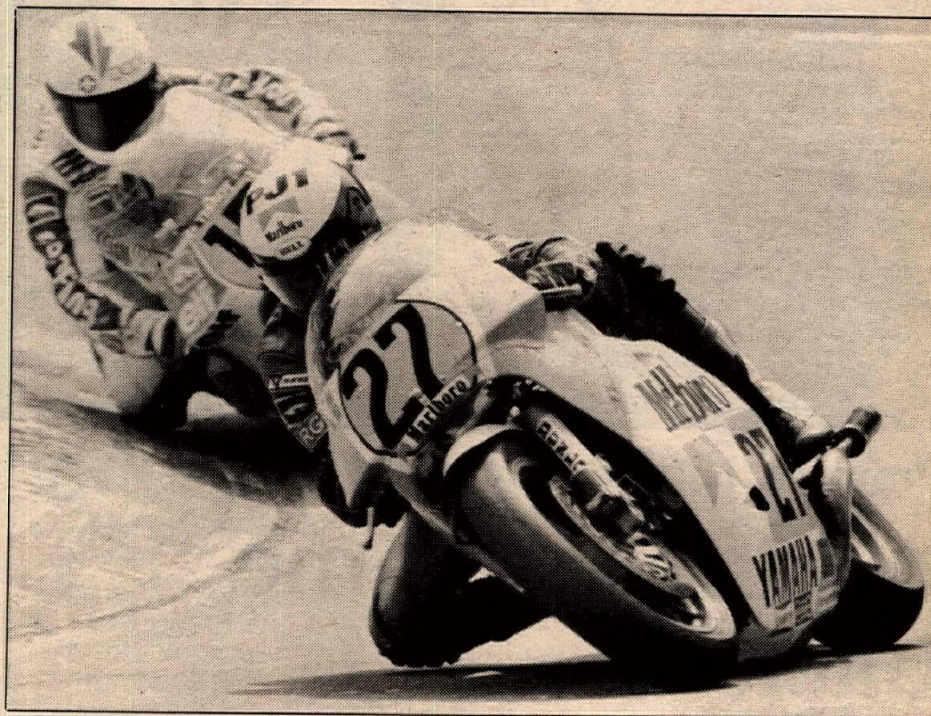
Once past, Roberts had no trouble stretching his advantage, which by the end of the race was almost 14-seconds. The order for the top five didn't change from the minute Roberts passed onward, only the deficits changed. Katayama closed to within two seconds of Mamola and was a comfortable eight seconds ahead of Lawson. Fontan, Lucchinelli, and Haslam followed with Dutchman Boet Van Dulmen the first privateer in ninth place on his Shell Suzuki.

Spencer's second gave him 105 points, two more than Franco Uncini needed to clinch the title with last year. Roberts, with 100, has the momentum on his side going into Silverstone, itself a momentum track, a month away.

"I think we're in real good shape for Silverstone," Roberts said. "But the track is suited to the Hondas, also."

Roberts' season ended at Silverstone with a crash in the first corner last year when his Yamaha wouldn't start. Uncini went on to win the race and World Championship, but didn't score another point after England. Spencer took second in England and followed it with two DNFs and a win in the San Marino Grand Prix, the final race of the season this year.

In the tire war, Dunlop appears to have the edge on Michelin. Tire troubles, no stranger to Roberts, have stopped Spencer's drive in the last two races while Roberts has gained speed in his race to the title. "At this stage, one mistake by either side and they're out of it," Spencer's chief mechanic Erv Kanemoto said. ●



Results

500cc: 1. K. Roberts (Yam); 2. F. Spencer (Hon); 3. R. Mamola (Suz); 4. T. Katayama (Hon); 5. E. Lawson (Yam).

500 WORLD CHAMPIONSHIP POINT STANDINGS: 1. Freddie Spencer (105); 2. Kenny Roberts (100); 3. Randy Mamola (69); 4. Takazumi Katayama (62); 5. Eddie Lawson (54).

250cc: 1. D. de Radigues (Che); 2. C. Sarron (Yam); 3. C. Lavado (Yam); 4. T. Espie (Che/Yam); 5. H. Guilleux (Kaw).

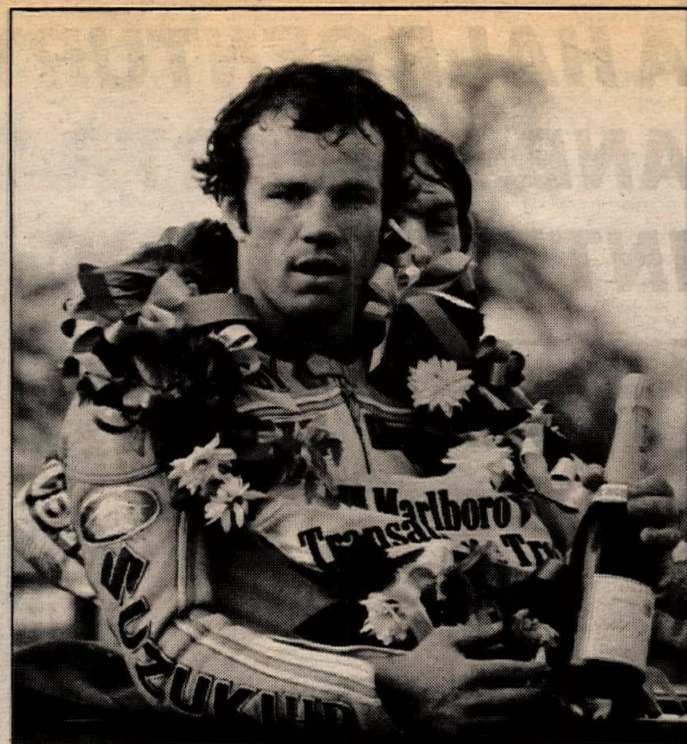
250 WORLD CHAMPIONSHIP POINT STANDINGS: 1. Carlos Lavado (82); 2. Didier de Radigues (63); 3. Herve Guilleux (51); 4. Christian Sarron (48); 5. Thierry Espie (43).

125cc: 1. E. Lazzarini (Gar); 2. A. Nieto (Gar); 3. R. Tormo (MBA); 4. J. Wickstroem (MBA); 5. L. Pieton-tro (MBA).

125 WORLD CHAMPIONSHIP POINT STANDINGS: 1. Angel Nieto (87); 2. Eugenio Lazzarini (67); 3. Bruno Kneubuhler (49); 4. Tormo Riccardo (46); 5. Maurizio Vitali (41).

SIDECAR: 1. Biland/Waltisberg (Yam); 2. Streuer/Schmieders (Yam); 3. Michel/Monchaud (LCR); 4. Schwaerzel/Huber (Yam); 5. Kumano/Takashima (Yam).

SIDECAR WORLD CHAMPIONSHIP POINT STANDINGS: 1. Biland/Waltisberg (60); 2. Schwaerzel/Huber (42); 3. Streuer/Schmieders (37); 4. Michel/Monchaud (27); 5. Kumano/Takashima (26).



World stars Kenny Roberts (left), Randy Mamola (top) and Eddie Lawson (below) will be at Laguna Seca.



Preview: Laguna Seca

And three came back . . .

By Dale Brown
Photos by Henny Ray Abrams

For the first time in motorcycling history, the question is not about whether an American will win a World Championship or not, but *which* American will take the crown. Over in

Europe Freddie Spencer and Kenny Roberts are waging a hair-raising duel that will probably last until the final event. Randy Mamola and Eddie Lawson, the other two Americans contesting the 500cc World Road Race Championship Series, lie third and fifth in the point standings, respectively.

But there's a break in the action right now, and three of the four will be contesting the July 16-17 Camel Pro Series road race at Laguna Seca Raceway near Monterey, California. Because of the closeness of the world title chase, where Spencer leads Roberts by only five points, Honda is not allowing "Fast Freddie" to contest the event.

The three who will ride should be in a class by themselves, because many of the domestic stars are still on the mend from injuries. Honda factory riders Mike Baldwin and Steve Wise are both recovering from crash-related injuries, as is Kawasaki's Wes Cooley. All three should be at Laguna, but their physical condition makes them question marks as far as race performance is concerned.

With the title fight so tight, we asked Roberts why he was still riding when his opponent was taking no chances. "Laguna Seca is one of the races I look forward to doing. America needs a good race, and I don't think I could be talked out of doing it. If you put yourself in a bubble, you wouldn't be racing," answered the three-time World Champion.

While Roberts will have his fourth World Championship on his mind as he competes, Suzuki's Mamola will have a looser attitude. Currently in third in the standings, but almost 30 points behind the leaders, Mamola knows why he wants to race at Laguna. "I'm doing this just for myself. I could have stayed in Europe and made more money, but I'd rather race here and try to help the sport here in the United States. As far as this race, Kenny is in a definite predicament. He cannot hurt himself because he's only five points behind Freddie. On the other hand, I can just about do anything I want. I'm definitely looking forward to it because I only get to race in front of my family and friends once a year."

Lawson, in his first full year of GP competition, says of the event, "I'd like to win it, but on the other hand, I don't want to do anything silly. It's kind of a tough race for us."

One aspect of the race will be machinery. Roberts and Lawson will both be riding the 680cc (at least they were then) bikes they used at Daytona and the Match Races. Mamola, for the first time in the three years he's been riding Suzukis at Laguna, will have his current factory bike as opposed to a year-old model.

The big Yamahas dominated on the big Daytona circuit, but proved to be a handful for Roberts and Lawson on the shorter courses used in England. Commenting on the likely outcome at Laguna, Roberts said, "Randy and Eddie will be the closest competition. It all depends on how the 680 performs. It worked well at Daytona,

but not on the short circuits in England. The thing is pretty hard to ride; it has a narrow powerband and a lot of horsepower."

While Roberts and Lawson face the spectre of too much horsepower, Mamola's factory mount has been down on power compared to its GP competition. But he'll have the only GP bike at the race. "Laguna Seca is a pretty short course, so the Yamahas should be more of a handful than mine. It's hard to tell, though; in the GPs my bike is so much slower than the Yamahas or Freddie's Honda."

Roberts sees Mamola's GP bike as a genuine contender for the win. "Randy's going to be a handful. The 500 Suzuki is going well, and against the 680, I would say that it's going to be a very close race."

About the absence of Spencer, who won the first heat last year at Laguna, Roberts said, "It's a mixed blessing. In one way I'm glad he's not going to be riding because I think we would have had to have ridden the 680s too hard to keep up with the 500 Honda. But on the other hand, it's a shame he won't be there because we'll miss his name. No matter what the outcome of the event, we have to build up the sport."

We asked Roberts two other questions:

Is this his last race in the U.S.?
"That has not been decided at this time."

What about the title fight in Europe?

"Barring mechanical failures by either of us, it will go down to the last race of the year in Italy."

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July 20, 1983 **CYCLE NEWS**



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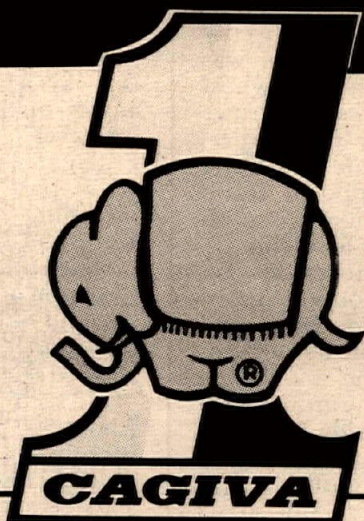
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The National Sidecar Rally featured all manner of machinery, field events and many unique rigs.



Two-trackers trek to Tahoe

By Dorte Woodruff

LAKE TAHOE, CA, JUNE 23-26

A naive observer viewing the horde of sidecar rigs at Sugar Pine Point State Park would have been amazed to be told that sidecarists are actually a minority within motorcycling.

During this week, hacks were very much in evidence in the resort towns around the big Sierra lake.

Though the rally didn't officially start until Thursday, participants began arriving as early as Monday. Sidecarists are devoted to their off-beat choice of transportation. Of the 2500 or so riders who have joined the United Sidecar Association since its beginning just a few years ago, very few have failed to renew.

Some exotic rigs were there, but these national rallies are mainly for the touring riders amongst the sidecar

fraternity, rather than the owners of showpieces (for them the annual Griffith Park rally in late October is the primo event). Consequently the whole country was well represented, with large groups from the northwest, the midwest and even the east coast. One family flew in from Australia, some came from Canada and the managing director of a British sidecar company, Neval, came over from England.

Other sidecar companies were well represented at the rally, also, with personnel and equipment from Thompson, Motorvation, Sidestrider, Kenna, California, Hitchiker, and

Equalean as well as Neval, the firm which converts the Russian Dnieper rigs for American, British and European use. As at any well-attended motorcycle rally, this is an occasion for manufacturers and distributors to exchange ideas with customers.

All interested persons are encouraged to attend U.S.A. rallies. Twenty percent of the pre-registration was from owners of what the three-wheel enthusiasts call solo bikes. The group encourages acceptance; those trailering their rigs, or unable to bring them at all are not supposed to feel inferior to those who ride thousands of miles on their hacks to attend.

The U.S.A. and the rallies are people-oriented. No effort was spared to make the event smooth running and hassle free. A whole more-than-adequate section of the tree-shaded park was reserved for the group, with the farther part set aside for quiet types and the nearer part devoted to partiers. In practice, it didn't seem to make much difference. Sidecarists tend to be family people, who like to have fun but are not exactly what you'd call wild, at least not in this context.

Rally-goers could choose from planned events, tour this beautiful area on their own, visit the casinos or some of the many other visitor-oriented attractions, or just luxuriate in the

presence of other like-minded people. National sidecar rallies have been going on long enough now that attendees could build up a circle of friends met at previous ones, as well as hanging out with fellow riders from their own localities. Some local groups camped together under club banners.

The sidecar clinic, held Thursday, is always a favorite function, offering advice on mounting, handling or whatever technology is desired. On Friday at least 175 rigs participated in all or part of a lengthy circle tour including the old mining town of Virginia City, Harrah's famed automobile collection, and a champagne reception in Reno. On Saturday came a round of field events for both solo bikes and hacks. Evenings Clyde Earl showed selections from his collection of old racing and W.C. Fields movies. About 500 people attended Saturday night's banquet at the Alpine Meadows ski resort, transported in at least 250 sidecar rigs. Aibly MC'd by Walker Edmiston, sidecar enthusiast and TV and movie actor, it featured the usual array of awards and prizes including a free sidecar of his choice to the lucky winner of the raffle, Seth Schade of Olympia, Washington.

On Sunday morning one rider finally thought of something wrong with this pleasant rally: It was over. •

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July 20, 1983 **CYCLE NEWS**

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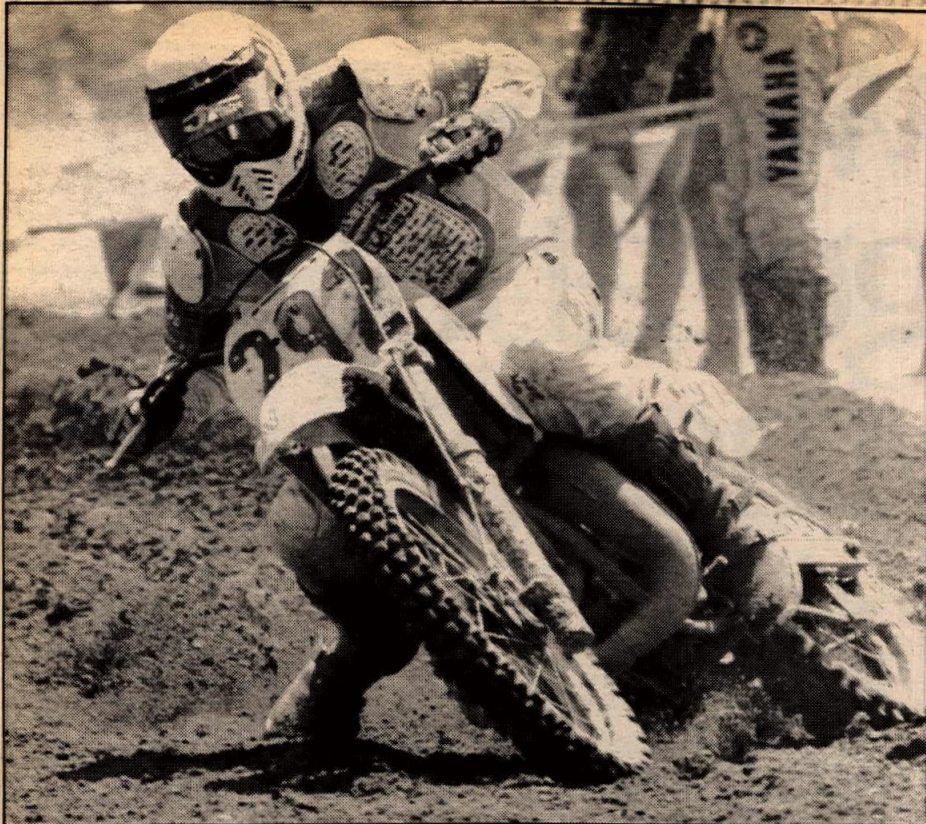
Maxim 1100J



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*Monthly payments based on Manufacturer's Suggested Retail Price. Actual prices set by dealers. Taxes, license, freight, options and other dealer charges extra. Prices may change without notice. Examples of typical financed transactions for the units shown above: Maxim 650J, down payment \$300, 36 monthly payments of \$67.28, 12.9% A.P.R.; Vision 550J, down payment \$300, 36 monthly payments of \$67.28, 12.9% A.P.R.; Seca Turbo 650J, down payment \$600, 36 monthly payments of \$109.98, 12.9% A.P.R.; Maxim 1100J, down payment \$600, 36 monthly payments of \$114.05, 12.9% A.P.R. To qualify for the special rate or cash rebate, you must take delivery by 7/31/83. Qualified buyers only. See your dealer for complete details. Financing offer valid at participating Yamaha dealers only.



Roger Brown (above) is making a comeback after several years of semi-retirement. He took two Expert classes today, and won the Texas Series.

Brown scores two wins at Good Time National

By Joe Milian
Photos by Pat McClure

LAKE WHITNEY, TX, JULY 2-3

Over 600 riders from 10 states and one foreign country (Mexico) came to Lake Whitney Cycle Ranch this holiday weekend to contest the sixth annual Grand National

Championship Good Time National.

The two-day affair featured a format wherein all Beginner classes raced on Saturday, with all others vying for cash and trophies on Sunday. Beginners were defined as those with less than six months' riding experience who had never won a trophy in any GNC event. This classification allowed for more equal competition and yielded close racing in 24 separate divisions. Unlike their swifter counterparts who rode on Sunday, the Beginners had no one riding more than one class, resulting in a greater distribution of trophies among the participants. Lance Friend of Lewisville, Texas; Craig Mayhan of Pine Bluff, Arkansas; Trey Clingfost of Ruston, Louisiana; Scottie Shikle of Lovington, New Mexico; and Kevan Claxton of Tulsa, Oklahoma, were among the top trophy takers in the small-bore classes. Texans Jackie Hulsey, Kenneth Jones, Gary Carroll, Glen Yeats, and Robert Cotten were among those scoring well in the big bike classes.

The relatively light schedule of racing on Saturday provided for earlier access to the track by maintenance equipment and the track was groomed and ready for the following day's action by dark. A strong south wind on Sunday necessitated track watering at more frequent intervals than usual, but this was accomplished with only minor interruption of the schedule. The vertical section coming out of "Banzai Gulch" was reduced somewhat, but "Surber's Surprise" just past the scoring tower was left intact. This jump claimed its

usual number of victims, but also witnessed some spectacular saves by Oklahoma City's Tommy Newman, Mexico's Stephano Ulrich, and Houston's Kyle Landrum.

Landrum, riding in the 125 and 250cc Expert classes, did a creditable imitation of "Magoo" Chandler over "Surber's Surprise," consistently getting more altitude there than any other rider on the track. Kasson Yamaha team rider Hunter Carothers also had little difficulty with this obstacle. "Normally I don't run any air in my front forks, but Bill (Kasson) advised me to put in just enough to register on the gauge. This keeps your front forks from bottoming out and gives you a lot more control as you come up. I saw a lot of people eat it there today," Carothers later related.

Another rider who obviously did not encounter any difficulty on any section of the track today was New Braunfels' pilot Roger Brown. Brown took home top money in both the 250cc and Open Expert divisions, beating the Southwest's top motocrossers in the process. "Even though I won the Texas Series, I was disappointed in the way I was riding, especially with my starts. Everybody at Big Tex Yamaha (Brown's sponsor in San Antonio) was real supportive and a friend of mine who rides the Over 30 class for Kasson's team told me I should just devote a lot of time practicing my starts. He said even Bob Hannah does this. It was just a small thing but I did it and it really helped. I'm getting great starts now."

Brown got two great starts in the Open Expert class and was literally unchallenged by second-place finisher



Bryan Abernathy (6) and Danny Storbeck (9) have battled their way through all of Texas' big series this year. Storbeck was tops today.

Nick Cordova in either moto. Cordova, who has won on this track many times, graciously acknowledged Brown's newfound prowess at coming off the gate. "Roger was riding Lester Munson's bike and it's pretty much stock so I can't make excuses. He really seems to be getting stronger every time I ride against him but I don't mind 'cause that just makes me want to go faster," said Cordova. Diehard Husqvarna campaigner Dennis Hawthorne was third in line at the pay window, with two up-and-comers from Austin, Ron Dunfee and Russell Chapman, fourth and fifth.

Thirty-five riders took their places at the gate for the start of the 250cc Expert class and Kirk Spencer proved to be the quickest of the lot as he jammed his Carter Yamaha-sponsored YZ250 into the first turn ahead of Kyle Landrum and David Jones to get the first moto underway. Roger Brown and Darren Rhoten had to take evasive action to avoid a fallen rider, with Rhoten encountering a dislodged course marker in the ensuing detour. Brown came through unscathed and assumed second position by the end of lap two. Rhoten was not so fortunate and was forced to come from way back in the herd. Spencer, safely in the lead, turned some of the best lap times of the day as he held his lines consistently en route to an easy first heat victory.

The second stanza was all Roger Brown as he rocketed into the lead and proceeded to pull away. Alley Semar, who took third in the opening moto, collided with fourth-place finisher Landrum and both riders were out for the day.

Oddly enough, the fifth-place finisher in the initial heat, David Jones, was also a victim of track debris. Jones was able to continue, however, eventually working his way back to 15th. Spencer, Cordova, and Rhoten survived the flying flak and set out after Brown. The top four remained Brown, Spencer, Cordova, and Rhoten for the entire moto, with the only drama being provided by Trail West Honda rider Terry Tinney, who, riding with a painful knee injury, nevertheless did a fine job of maneuvering his way to a fifth place at the flag.

Two of Yamaha's brightest hopes for the future, Bryan Abernathy and Danny Storbeck, did some stylish maneuvering at high speed in the 125cc Expert class, with Storbeck winning this, their latest quarter-

liter confrontation. Storbeck stormed into the lead in moto one and never let up over the course of the next 12 laps to win handily. Abernathy gated poorly and was in 16th position at the end of the first lap. "I got a little sideways and got caught up in the pack. Then I tried to make it all up on the first lap and made some more mistakes. I'm still learning about patience I guess," Abernathy later explained.

Abernathy came over the iron straight as a string in his next attempt and he and Storbeck appeared to be tied together as they blitzed away from their pursuers. Dennis Daft, Alley Semar, and Steve Gauthier were left to wrangle over the spoils as Abernathy and Storbeck disappeared from sight. Just past the halfway mark, Storbeck slid inside Abernathy over "Malone's Mountain," and for all intent and purpose, the race was over as he held a steady throttle to the checkers.

In Novice racing, the 125cc class proved to be the most competitive division of the day as qualifiers were needed to come up with a final field of 36. Jim Craine emerged from the proceedings as one of the more disappointed participants as he paired a first-heat second with a crash and burn in the second moto to finish out of contention. Chris Wallis also fell victim to a second-moto pile-up which negated his win in the previous outing. Benefitting from all this misfortune was Fort Worth's Terry Pringle, whose three point total for the day was good enough to allow him to garner first overall. "Bubba" Schultz finished second and Lee Hawthorne came in third.

Another "Bubba," this time Neal, made shambles of the 250cc Novice class as he scored two strong wins and took first overall. Determined riding by New Mexico's Lawson Williams netted him the runner-up position and Ty Carter, in his final ride as a Novice, was third. Curtis Vester was fourth and Quinn Ricker was fifth. Stewart Gaines got the hard-luck wreath in this class as his first-moto fourth did not compute with his second-round 27th, and he went back to Palestine without a trophy.

Intermediate madness was highlighted by a fine performance by "Skipper" Beavers in the 250s as he scored back-to-back moto wins to top a crowded field of Texas' best. Robert Felix was the lone "Okie" in the top



Second Open Expert Nick Cordova.

five as he finished second ahead of Brent Dodson, Bart Fuller, and John Pollard. In the Open Intermediates, "Bubba" Neal again made his presence felt as he put two second-place finishes together to take the overall. Jim Cone and Delbert McDonald kept track announcer Lynn Nickerson in top form with their antics as they traded moto wins, only to fail in their bid to back them up as neither could muster two consistent motos. Cone brought his Kawasaki home second overall, with McDonald third, Jeff Knight fourth, and James Gorman fifth.

The Over 30 class was a wild affair, with crashes taking out many of the primary contenders. Chuck Heath, who barely escaped being eliminated in the first turn of moto one, came back to capture the second tour and the six-foot trophy for first position as his eight-point total was good enough for the overall win. Jim Davis and Bill Kasson rode cautiously but consistently to finish second and third, with Billy Click fourth and Tim McCaskill fifth. First-heat victor Tom Johnson and ever-popular Troy Rapp met with misfortune, as did Chris Dublin, and all finished out of the money.

Results

MINI BIKE JR BEG: 1. Lance Friend (Yam); 2. Scott Moffitt (Kaw); 3. Freddie Veteto (Kaw); 4. Cary Grant (Kaw); 5. Scottie Shikle (Suz).

MINIBIKE SR BEG: 1. Craig Mayhan (Yam); 2. Trey Clingfost (Yam); 3. Kevan Claxton (Yam); 4. Trevor Parks (Kaw); 5. Mitch Youts (Kaw).

125 BEG: 1. Bob Thompson (Suz); 2. Kenneth Graham (Hon); 3. Todd Julich (Yam); 4. Johnnie Burns (Yam); 5. Mike Abbott (Hon).

250/OPEN BEG: 1. Tony Lasater (Kaw); 2. Steve Findley (Hon); 3. Robert Cotten (Yam); 4. Pat Burns (Kaw); 5. Frank Reese (Hon).

OVER 30 BEG: 1. Jackie Hulsey (Hon); 2. Randy Simmons (Hon); 3. Darcy Brasel (Yam); 4. Glen Yeats (Yam); 5. Steve Crouse (Yam).

TEENY MINI: 1. Ross Dhayer (Yam); 2. Brandon Lacey (Yam); 3. Chad Hubbard (Yam); 4. Dan Farrell (Yam); 5. Richard Ibison (Kaw).

MINI MINI JR: 1. Ross Dhayer (Yam); 2. Chad Hubbard (Yam); 3. Brandon Lacey (Yam); 4. Richard Ibison (Kaw); 5. Dan Farrell (Yam).

MINI MINI SR: 1. Eric Alstrin (Kaw); 2. Jack Ricks (Kaw); 3. Steve Purrier (Kaw); 4. Chad Montero (Kaw); 5. "Crispy" Vreeland (Kaw).

MINIBIKE JR: 1. Jack Ricks (Kaw); 2. Chris Gullaksen (Kaw); 3. Dave Shade (Kaw); 4. Chad Montero (Kaw); 5. Roy Schellenberger (Yam).

MINIBIKE SR: 1. Eddie Vreeland (Kaw); 2. Scott Chesser (Kaw); 3. Bryan Emig (Yam); 4. Phillip Hicky (Kaw); 5. Steve Hill (Kaw).

MINI STK 7-11: 1. Chris Gullaksen (Kaw); 2. Jack Ricks (Kaw); 3. Steve Purrier (Kaw); 4. Dave Shade (Kaw); 5. Charlie Winn (Kaw).

MINI STK 12-15: 1. Scott Chesser (Kaw); 2. Tommy Newman (Kaw); 3. Eddie Vreeland (Kaw); 4. Jason Upshaw (Yam); 5. Tommy Collier (Kaw).

MINIBIKE 105: 1. Eddie Vreeland (Kaw); 2. Tommy Collier (Kaw); 3. Tommy Newman (Kaw); 4. Jason Langford (Kaw); 5. Bryan Emig (Yam).

125 STK: 1. Ray Dawson (Yam); 2. Kit Vick (Kaw); 3. Brent Carrizales (Kaw); 4. Glenn North (Kaw); 5. Drooper Greenwalt (Hon).

250 STK: 1. Glenn North (Kaw); 2. Louis Wooley (Hon); 3. Tom Johnson (Suz); 4. Tony Patterson (Hon); 5. Bart Fuller (Hon).

125 NOV: 1. Terry Pringle (Kaw); 2. "Bubba" Schultz (Suz); 3. Lee Hawthorne (Kaw); 4. John Lincoln (Yam); 5. Derrick Stafford (Yam).

250 NOV: 1. "Bubba" Neal (Yam); 2. Lawson Williams (Hon); 3. Ty Carter (Kaw); 4. Curtis Vester (Yam); 5. Quinn Ricker (Yam).

125 INT: 1. Kit Vick (Kaw); 2. Robert Felix (Yam); 3. Rusty Dovell (Suz); 4. Drooper Greenwalt (Hon); 5. Marvin Skinner (Suz).

250 INT: 1. "Skipper" Beavers (Suz); 2. Robert Felix (Yam); 3. Brent Dodson (Yam); 4. John Pollard (Suz); 5. Bart Fuller (Hon).

OPEN INT: 1. "Bubba" Neal (Yam); 2. Jim Cone (Kaw); 3. Delbert McDonald (Hon); 4. Jeff Knight (Hon); 5. James Gorman (Hon).

OVER 30: 1. Chuck Heath (Hon); 2. Jim Davis (Hon); 3. Bill Kasson (Yam); 4. Billy Click (Hon); 5. Tim McCaskill (Yam).

125 EX: 1. Danny Storbeck (Yam); 2. Bryan Abernathy (Yam); 3. Dennis Daft (Yam); 4. Alley Semar (Yam); 5. Steve Gauthier (Yam).

250 EX: 1. Roger Brown (Yam); 2. Kirk Spencer (Yam); 3. Nick Cordova (Hon); 4. Darren Rhoten (Kaw); 5. Terry Tinney (Hon).

OPEN EX: 1. Roger Brown (Yam); 2. Nick Cordova (Hon); 3. Dennis Hawthorne (Hus); 4. Ron Dunfee (Hon); 5. Russell Chapman (Hon).

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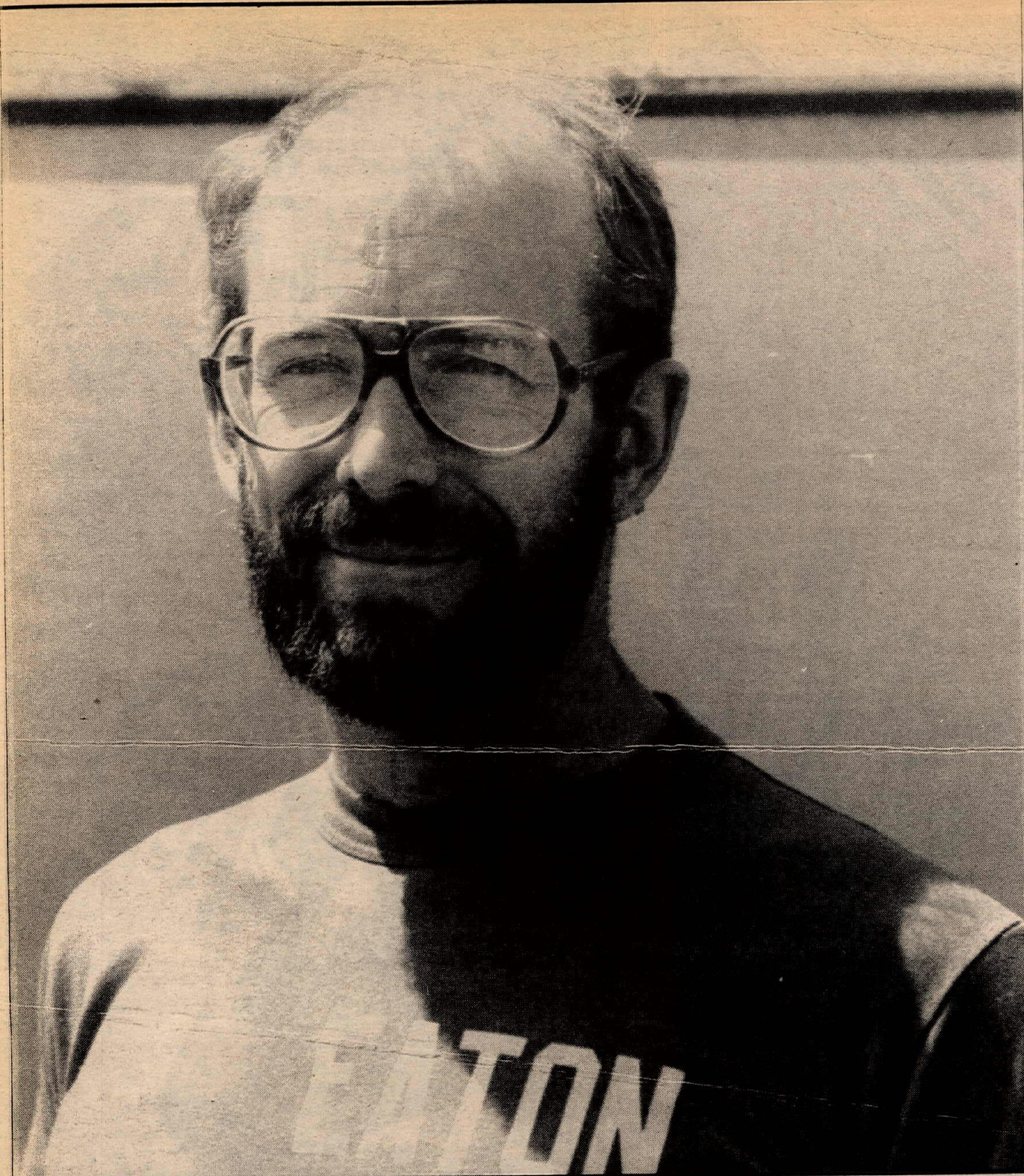
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Hap Eaton

"It's all in the adrenaline rush"

By Gary Van Voorhis

Hap Eaton's name isn't a household word in road racing circles. He got into the racing game late after earning a degree in mechanical engineering from Purdue University and first lieutenant's silver bars with the Army in "beautiful Southeast Asia." At 36, Eaton is full of life and, when he doesn't have his race face on, carries the glimmer of a smile at all times. It's a carry-over from the days long ago when his grandmother didn't like calling him Edward or Junior so she nicknamed him "Happy." It stuck, but he shortened it to Hap for obvious reasons.

This isn't an article about a rider with World Championship aspirations or other lofty goals, but rather about someone who loves to race and has made his own mark.

When did you get interested in motorcycles?

I guess I've been interested in two wheels for as long as I can remember. I think a lot of the interest came because friends of the family owned a motorcycle shop. I rode on the street for a while and tried a bit of dirt riding. I always had the idea in the back of my mind that I wanted to try road racing, but at the time it was too expensive to undertake so I just put

the idea on the back burner.

Somewhere along the line in high school I decided I liked math and science and I liked to tinker with things so engineering seemed a logical path to follow. I went to Purdue University and came away with a four year degree in engineering. During the time I was in school I was also in the Army ROTC. The army had first choice when I got out of school and decided I would be very happy in

Vietnam.

After I got out of the service, in 1971, I moved to Circleville, Ohio, to take an engineering job with RCA. After working a while I tallied up my accounts, found I had a bit of extra money and that I could afford to go road racing. That was in 1973, I was 26, and I've been doing it ever since.

To get a professional license in 1973 you just sent in your money to the AMA. You didn't have to have any club road racing experience, which I didn't, so I sent in my money and got my Novice license. I did a bit of research and determined the best bike for me would be a Yamaha TA250. I bought a new one, rode it about 20 miles on some country roads and then packed up for my first race—Daytona. I had to start someplace and Daytona seemed as good as any. I remember it was a very long week because I spent the majority of my time working on the bike rather than riding it. I finished the race in the top 20.

Did your showing prove to you road racing was really what you wanted to do?

Definitely. I had done some dirt track racing as a Novice and it was frustrating because you would show up at the track and there would be 140 or more riders at some events. Not only did you have to win your heat race, but it had to be one of the fastest ones run or

you didn't make the final. You'd end up driving six hours or so to ride four laps of practice, four laps in your heat and then pack up and spectate the rest of the time. That was baloney. The first time I put a leg over a road racer and tried it out I thought it was great.

When did you move up to the Expert ranks?

I got my Expert license in 1976. I raced as a Junior for two seasons because I felt I could use the experience an extra year would give me racing a 750cc bike in the Junior class. I was riding good enough in my first season to make the required advancement points, but the jump from Junior to Expert was a big one and I wanted to be sure I was completely ready.

What do you consider the highlight of your career?

I finished seventh in this year's Daytona 200. That's my best finish to date and definitely the highlight of my career. In the three or four years prior to my '83 placing at Daytona, I would always seem to be running good in the race and then Lady Luck would take a swipe at me. In 1982, I was running 10th when I broke a crankshaft and punched a hole in the cases. In 1981, the chain began to stretch in the final laps while I was in 12th. I had to literally crawl around the track to finish 15th.

It was very satisfying to finish seventh in this year's race. What made it even more so, was that I didn't know what position I was in when they waved the checkered flag. I felt I was doing good, but didn't realize just how good.

Can you justify the expense of racing on the return you get?

Probably not. I pay for just about everything, but I do get some product help from Goodyear and Castrol, plus I have a few friends who kick some money into the program from time to time.

Why keep racing?

I guess it's the adrenaline shot you get from being in competition. I'm a very active person. I like to travel and go and do things which are exciting. I've just gotten into bicycle touring. It's a totally different feeling to go out and pedal 100 miles in a day. I play racquetball and I love to snow ski. I keep racing because of the excitement. I do manage to make enough money to come relatively close to almost breaking even so I get to have a lot of fun for not really a great deal of money. Plus, I get to travel, see the country, and argue with my boss about days off.

Isn't bicycle touring a bit slow for your blood?

Not at all, since I don't particularly ride at a slow pace. I've been on only three or four organized group runs and they were fun, but I find I like to move along at a much faster pace than most. Doing 100 miles in a day sounds like a lot, but some of the serious riders will do 200 or even 250 miles in a day. That is serious riding.

Why do you wear racquetball-style eye protection when you race?

Actually, the glasses are prescription. I had trouble for a long time with my glasses sliding down my nose when I raced and it would usually happen in the late stages of the event and really goof things up. The worst place to have that happen is at Daytona where you're changing from the infield to the banking on each lap. On the banking, you actually have to look up to see around the banking and if your glasses have slipped off the bridge of your nose you're flying blind.

Do you enjoy working as the road racing rep to the AMA's Professional Racing Rules Committee?

In some ways it's very interesting and

in some ways very irritating. I got into the position by a combination of choice and chance. Rich Schlachter had been elected to the position. In December of 1981 I got a call asking me if I could make the meeting since Schlachter couldn't and I lived close by. I went to the meeting and basically slipped into the position since, I believe, Schlachter had asked out.

It's very interesting in that you get a better feel for the big picture, the overall view of what's going on. A lot of the riders don't realize the AMA really is trying to look down the road and implement ways to bolster the sport. However, the meetings, in a number of ways, can be very irritating. We spend a lot of time going over some very nit-picking items.

I do feel I've had some input into the way the board sees our sport. A proposal has been made more than once that our Formula One class should go to 500cc two-stroke and 750cc four-stroke machinery exclusively. Each time the proposal would come up I would wait until the debate was about over and then make my thoughts known about the large number of Yamaha TZ750's still being raced which this proposed rule change would eliminate. You can't make coffee tables out of them and you really can't tell riders that in order to continue racing they have to come up with a new, and expensive, mount.

The proposal came up at the most recent meeting. I asked the board to look at the results of Daytona and Mid-Ohio and see how many riders were on TZ750's. It turns out about 50 percent were. That brought the point home and the proposal was amended and passed to include the TZ.

Do you set yourself goals at the beginning of the season?

I probably should, but I really don't. I guess if I did, my goal would be to do better than I did last season. I find as I go along I'm beginning to back out of road racing a bit, there are things I find more interesting. Since I do all the work on my road racer myself and that takes up a great deal of time, I've found myself thinking about other things I like to do. I figure it won't be until late July that I'll have a weekend off where I can just do what I want. Maybe wanting to have some time for myself is a sign of old age or maturity, I don't exactly know.

Aren't you also a sponsor?

In a sense, yes. Mike Landrum bought one of the bikes I used to race and I do a lot of work on it. I think he believes he bought a service contract when he got the bike. Seriously, Mike and I are good friends and travel to the races together which cuts expenses and helps us both out. He's a good guy to have around. In addition, Mike has a sister, Diane, who is a very sweet lady. We spend a lot of time together. I go bicycling with her and she goes to the races with me when she can. She's a very special part of the team.

Have you enjoyed yourself throughout years?

I must have or I wouldn't still be here. Like I said earlier, it's all in the adrenaline rush. I'm not sure what I'll do when I give up road racing. I'm sure I'll find something that is fast and exciting.

Have you ever thought about how it would feel to win a National?

Yes, but I tend to look at things realistically. I might get lucky and manage to place in the top three or maybe even win a National, although to do that you've got to break all the factory riders. The odds are on their side. They have more equipment, more experience, and they get in a lot more riding so their timing is spot-on. The bottom line is I'm real excited if I can finish in the top ten.

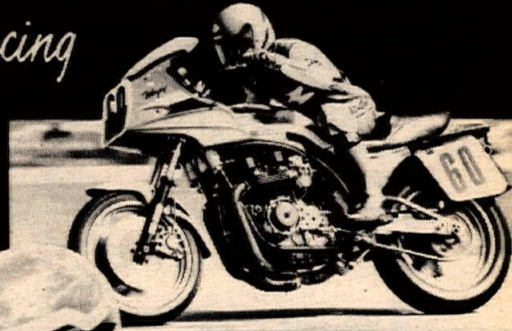
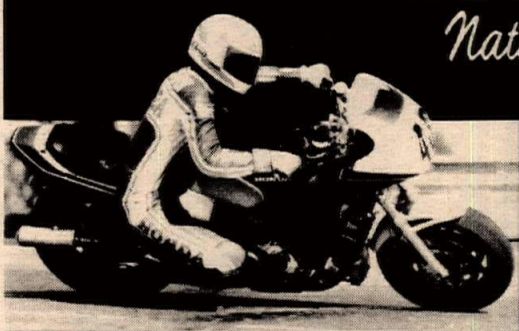
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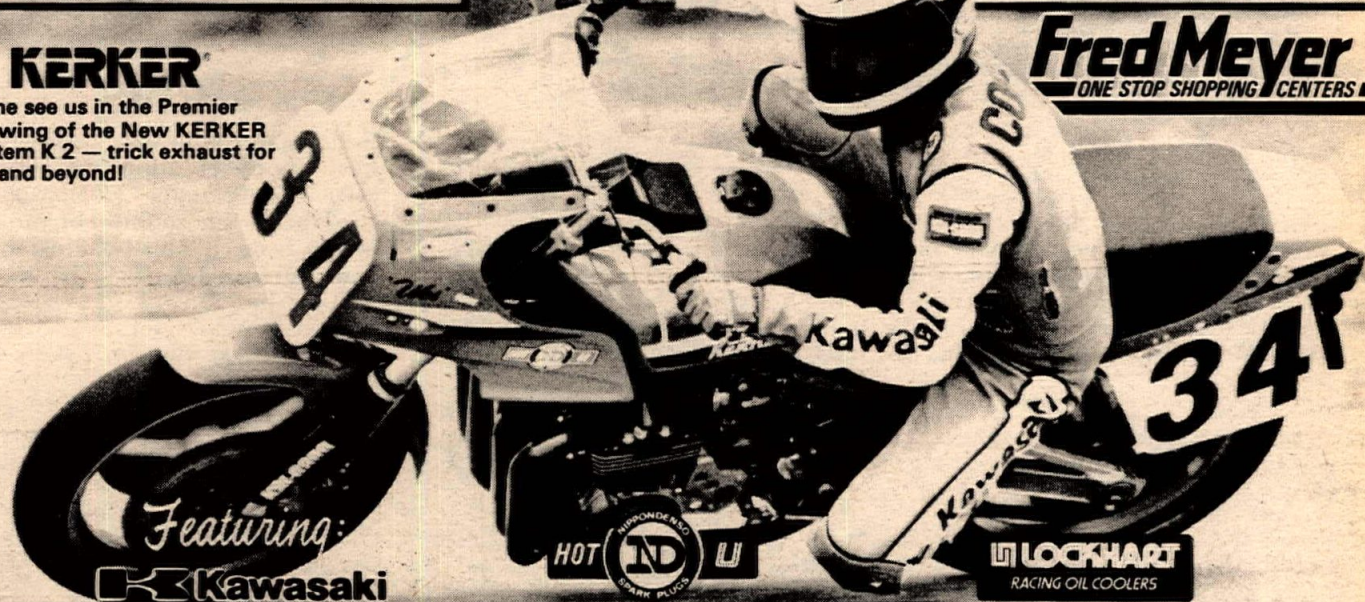
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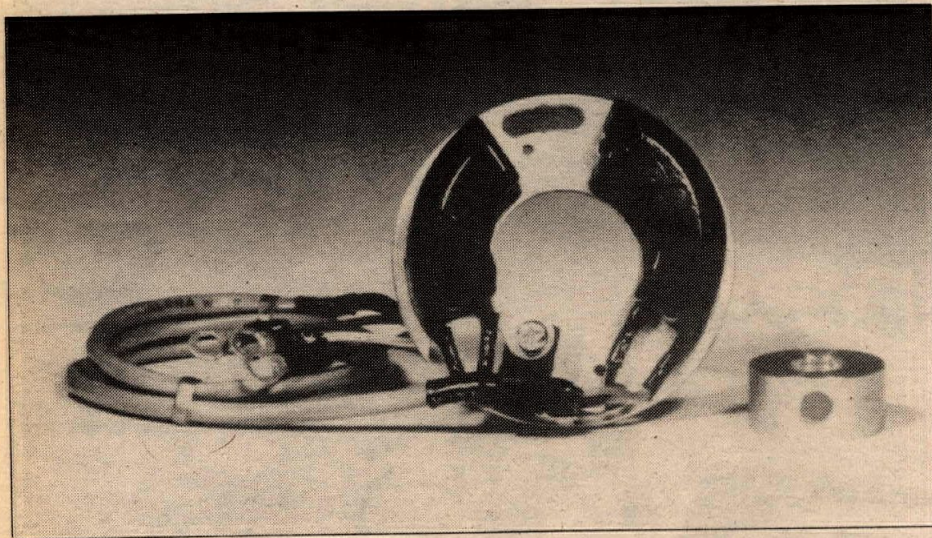
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NEW PRODUCTS



KV Products has introduced a Dyna S solid-state electronic ignition for 1972-74 Ducati 750 V-twins. The Dyna S is a self-contained unit (with no external black box) which fits completely within the distributor housing. The unit is priced at \$114.50. If your dealer doesn't carry the Dyna S line have him contact KV Products, Dept. CN, 1060 Cypress St., Covina, CA 91724.



The Greer Sport Fairing F fits all Honda 750F and 900F models. The fiberglass fairing comes in black or silver. A smoked windscreen is standard. The price is \$289. Have your dealer contact Greer and Associates, Dept. CN, 1945 D Placentia, Costa Mesa, CA 92627.

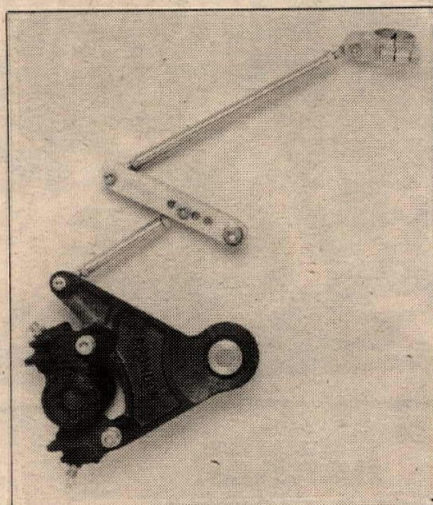


Dealers who carry the Hi-Point Racing Products line now have Hi-Point Premium Fork Oil in quart bottles.

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Keep cool in the heat of summertime racing by wearing a DG Flo-Thru Jersey. The Flo-Thru is made of poly/cotton material with a unique knit to allow the air to flow through the material. The jersey also has an extra 3" of length so it won't pull out of your riding pants. Team graphics for Honda, Kawasaki, Suzuki, Yamaha or Team DG are emblazoned on the jersey. See your DG Performance Specialties dealer for more info.

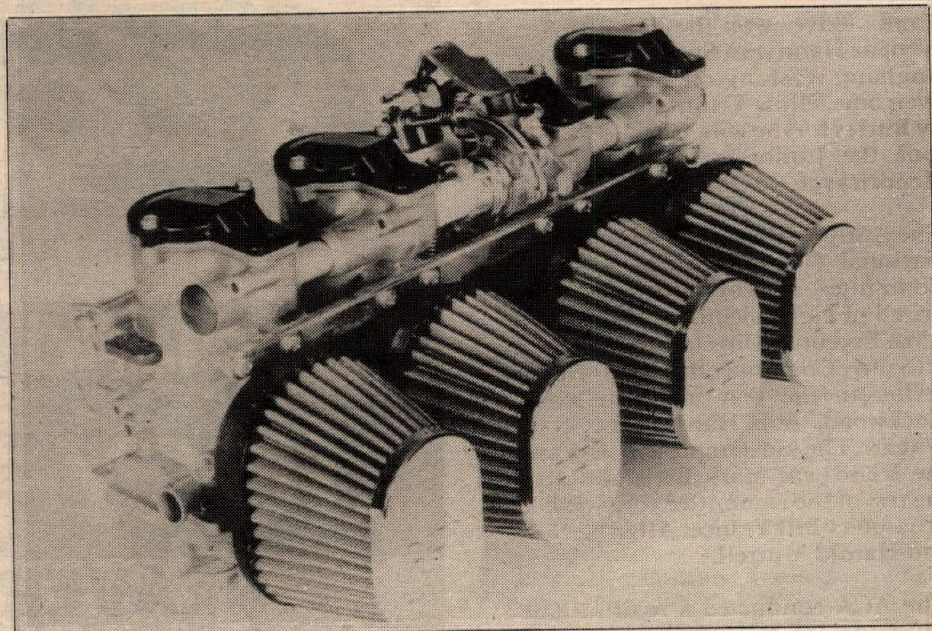


Performance Research Organization has a completely adjustable anti-dive system for Yamaha TZ250/500/750 road racers. The amount of anti-dive action is mechanically adjustable to suit rider preference. The bracket holds a Spondon or Lockheed caliper and is designed for 298, 320 and 330mm discs. The unit costs \$175

from Performance Research Organization, Dept. CN, RD #1, Dreahook Rd., Lebanon, NJ 08833.



Hi-Point Racing Products' answer to duct tape is the Boot Topper. The Boot Topper fits snugly at the top of the boot/calf area of the leg while not restricting movement. Dirt clods, rocks, sand, splashing water and all sorts of other nasty items won't get into your boots. Boot Toppers come in red, yellow and blue and have the Hi-Point Pro logo on them. They sell for \$6.95 at Hi-Point dealers.



If you're running Mikuni VM33 smoothbore carburetors on your racer then you may want to find out more about K&N Filterchangers from G.S. Performance. The filters feature a cast-in short velocity stack and will fit all VM33 carbs as well as carbs with a 2 1/8" flange. G.S. Performance at Dept. CN, 400 Oser Ave., Hauppauge, NY 11788 has all the info.



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TEN YEARS AGO

Honda-mounted **Marty Tripes** took his second successive win at the Superbowl of Motocross. Tripes combined a moto win and two runner-up placings to take the overall win. Bul-taco's **Jim Pomeroy** went 3-3-1 for second overall ahead of the two factory CZ riders, **Antonin Baborovski** and **Jaroslav Falta**. Utah's **Bob Plumb** won the 500cc Support class on a Maico.

Yamaha's **Kenny Roberts** pulled a heart-stopping last-lap pass of **Rex Beauchamp** to win the National Mile at Colorado Springs, Colorado. Third on the rough track went to Harley-mounted **Scott Brelsford**, and Gary **Nixon** rode a Yamaha to fourth.

Andre Malherbe rode a Zundapp to win the 125cc World Championship MX round in Spain.

Storme Winter rode a Harley-Davidson to win the 251cc and over class at a flat track event at Redwood Acres, Oregon. Kawasaki-mounted **Ray Beck** reigned in the 250cc Expert ranks.

Randy Skiver won the Expert main event at Hannigan Speedway in Bellingham, Washington. Skiver had to overcome fellow Triumph pilot **Sonny Burres** for the win. **Charlie Brown** took the Junior main and **Darrell Hendrickson** was the Novice winner.

The AMA established a Professional National Championship Standing Committee. The committee was comprised of eight members, chaired by AMA Executive Director **Russ March**. Executive Committee members elected earlier in the year included **Roxy Rockwood**, **Bob Hansen** and **Ivan Wagar**. The rider representative on the board was **Mark Brelsford**, and the rest of the committee consisted of promoters **Bill France**, **Allan Becker** and **Harold Murrell**.

The ACA conducted a road race at Riverside, and the surprise winner of the Open Senior GP class was Triumph-mounted **John Hateley**. Hateley bested Kawasaki rider **Art Friedman** for the title.

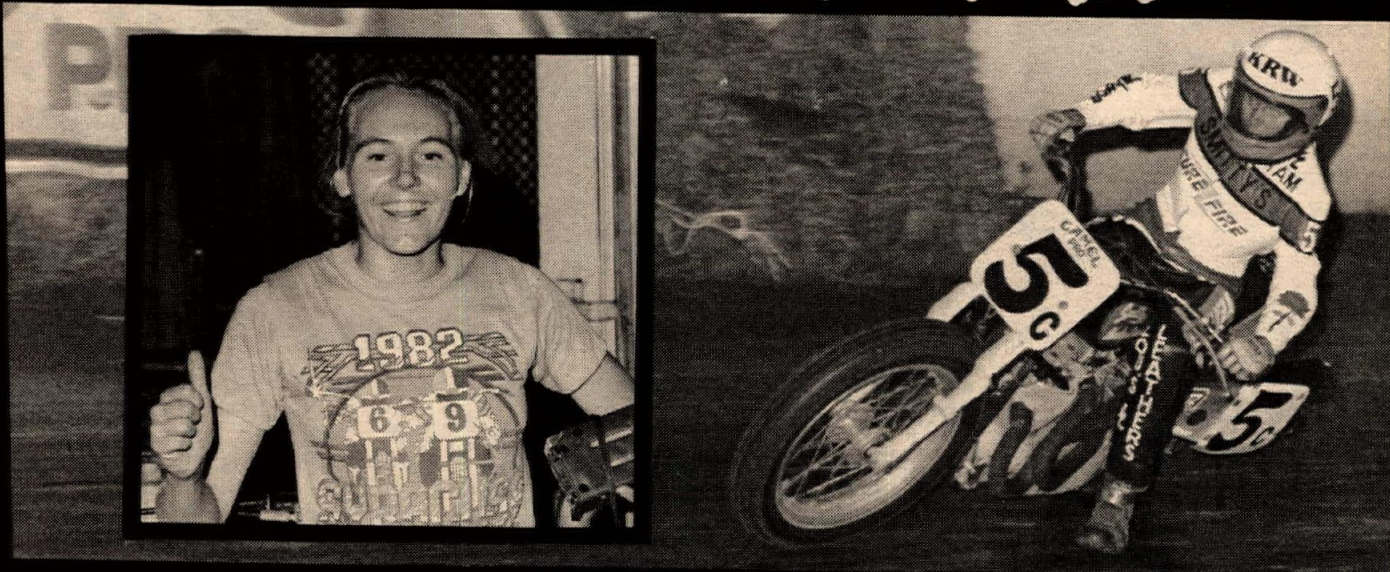
The Belgian round of the World Road Racing Championship saw MV Augusta teammates **Giacomo Agostini** and **Phil Read** finish 1-2 in the 500cc class. The 250cc class fell to Yamaha-mounted **Teuvo Lansivouri**.

An NMA minicycle race at Indian Dunes saw **Shawn Moran** win the 1-3 horsepower and 81cc Stock Novice events. **Lance Moorewood** came up the winner in the 81cc Stock Expert ranks, while in the Modified class, it was **A.J. Whiting** who took the laurels.

In a week's worth of speedway racing it was **Rick Woods** and the **Bast** brothers, **Steve** and **Mike**, winning the Scratch mains. In four events, Woods took two and the Bast brothers one each.

Rich Mark took the overall win in a DRA hare scrambles held near Adelanto, California. Fellow Husky pilot "Uncle Gus" **Paull** finished second overall.

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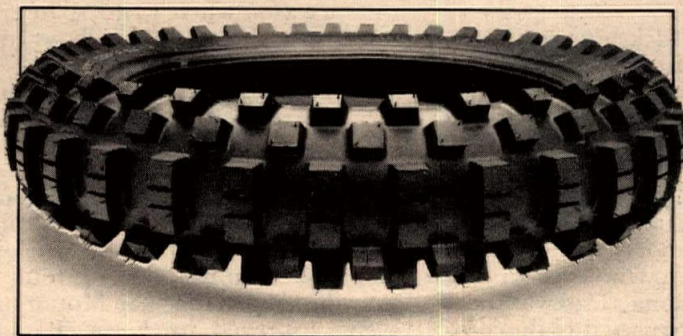
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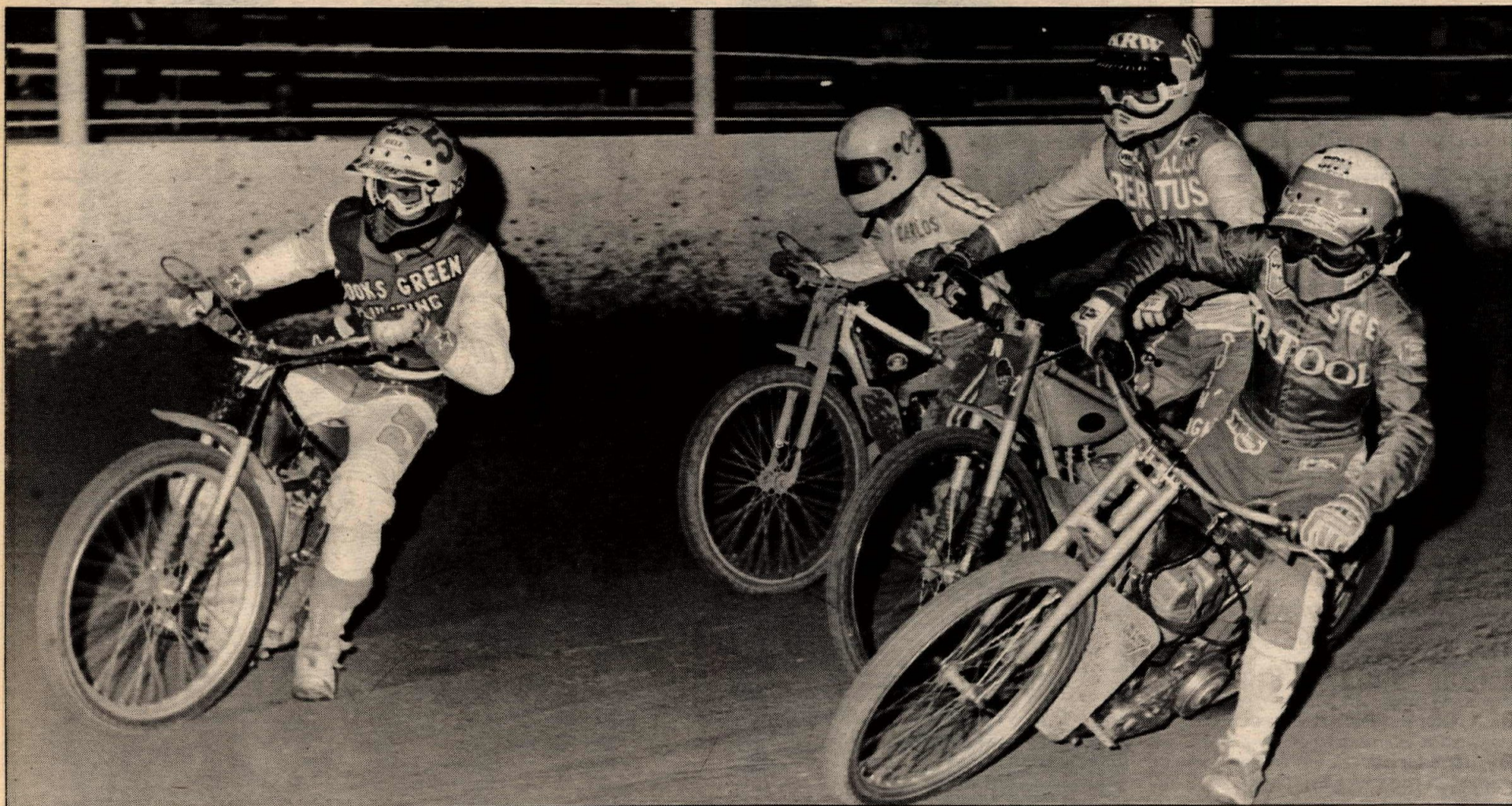
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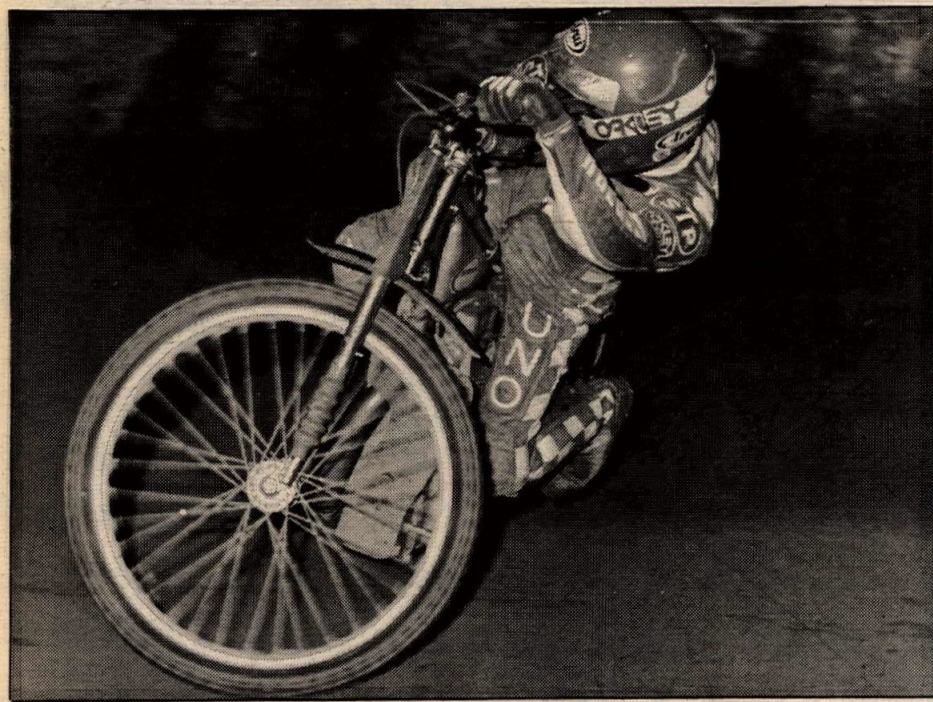


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SPEEDWAY WEEK



(Above) Steve Murray (inside) and Bart Onasch (outside) go for the lead at Ridgecrest. (Below) Kelly Moran tried hard at IMS, but came up short.



Northrup, Dwyer on form at Ridgecrest

By Scott Daloisio

RIDGECREST, CA, JULY 10 For the second week in a row Andy Northrup failed to transfer to the main from his semi, but came back to win a last-chance race and then proceeded to dominate the Scratch main and qualify for an Academy Award in dramatics at Ridgecrest Speedway.

Coming off a crash moments earlier in the Handicap main, Northrup (J&M Trophy & Silk Screen Jaw) drew the pole and led Mark Dwyer, Bart Onasch and Greg Ayers out of the gate. As was the case last week, Northrup hooked up and wheelied, but made a nice recovery before anyone could get by on lap one. Onasch, who was a surprise starter in both mains, took Dwyer for second near the end of

the first circuit but was relegated back to third when Ayers blew by at the end of lap two. Dwyer then got revenge on his fellow Riverside resident when he repassed Onasch for third on the third circuit. Northrup wasn't near any of the frantic passing action that was going on behind him and he consequently took the win by a large margin over Ayers, Dwyer and Onasch.

Dwyer (D.J.'s Ticket Service/Oakley/Sinisalo/Hair By Bev Jaw) captured his first Ridgecrest main since opening night when he came all the way from the 40-yard line to win the Handicap main. "Crashwall" Cardona, making his first appearance since breaking his wrist, jumped into the lead from the 10 over Steve Murray and Northrup, who was coming from the 30. Cardona's lead was short lived as Murray cruised into the command spot on the back chute of the opening lap. Northrup was looking good until a turn four shuffle sent

him into the wall and out of the race on lap one. The shuffle allowed Dwyer to move into second and he quickly overhauled Murray for the top spot on lap two. Eddie Castro moved into second on lap three, but he was unable to close the gap on Dwyer, who took the win by 20 feet. Murray hung on for third with Onasch fourth.

Results

SCRATCH MAIN: 1. Andy Northrup (Jaw); 2. Greg Ayers (Wes); 3. Mark Dwyer (Jaw); 4. Bart Onasch (Wes).

HANDICAP: 1. Mark Dwyer (Jaw); 2. Ed Castro (Jaw); 3. Steve Murray (Jaw); 4. Bart Onasch (Wes); 5. "Crashwall" Cardona (Jaw); 6. Andy Northrup (Jaw).

Christian charges to San Berdoo victory

By Scott Daloisio

SAN BERNARDINO, CA, JULY 6 Coming back from two heavy spills earlier in the evening, Alan Christian gave a picture-perfect speedway demonstration to win his third Scratch main of the season at Inland Motorcycle Speedway Wednesday.

Riding from the number two slot, Christian took the lead on the first lap from Mike Bast going into the first corner. Kelly Moran knifed his way to the inside on the back chute and made contact with Christian in turn three, sending the latter into Bast and sending all three into the dirt. Mike Faria was running fourth and by the time he reached the scene there was nowhere to go, so he ended up joining the rest of the boys in the turn three dirt.

On the restart, it was Christian (STP/First National Monetary Corp. Godd) again taking the lead, but this time he was followed by Moran. Faria and Bast moved up to make it four abreast down the back straight, setting up an obvious turn three shuffle. Coming out of four, the revamped placings had Moran in the lead followed by Faria, Bast and Christian. The "Big Fella" then set out to do his job in workmanlike fashion. He got Bast for third and on

lap two and then took Faria for second on lap three. Next he went after Moran and put a wheel alongside him in turn two on the final circuit. Faria pulled even with Moran in turn three, coming off the final corner with a slight advantage, but Christian got the drive on the inside and wheelied his smoking machine across the line to beat Moran by less than six inches. Following the two STP riders in their photo finish was Faria in third, followed by Bast.

Popular Riverside rider Mark Dwyer (D.J.'s Ticket Service/Oakley/Sinisalo Jaw) enhanced his IMS point average as he captured his second IMS Handicap main win in a row. Dennis Briggs put his Godden into the lead at the start over Dwyer, who was coming off the 10-yard line for the first time. John Cook got a rocket start off the 40 and was in third but he took himself out of contention with a second-lap fall. Inch by inch throughout the race, Dwyer got closer to Briggs. He pulled even with the leader in turn three on the final revolution. It was another IMS drag race to the checkered with Briggs leading the entire race except for the all-important last four feet. Dwyer took the win by a wheel and to add insult to injury he planted a passionate kiss on the trophy girl, who just happened to be Briggs' girlfriend.

After an opening lap duel, Steve Murray had an easy time of it to win his first IMS Second Division main of the season. Murray beat Kenny Hansen off the 10 at the start, lost the lead and gained it back all on the thrilling first lap. Hansen kept the pressure on for another lap before Murray was able to open a little breathing room. It continued that way until Hansen fell on the final lap, giving second to Ed Castro. At the finish it was Murray (C&M Tool/Malcolm Smith Jaw) followed by Castro and Scott Talkington.

Donnie McCusker powered his Weslake to an impressive win in the Third Division main. McCusker was second off the zero at the start behind Frank "The Stilt" Steiner. McCusker

took the lead at the end of lap one and opened up a huge lead to win his first-ever IMS main. Steiner hung on for second ahead of Ken Bidney.

One of the highlights of the evening occurred when Third Division rider Doug Benjamin made the save of the year at IMS in his heat race. The rookie rider did a wheelie coming down the front chute, got his body off the bike but managed to hang on to the bars. He stayed that way, running down the track for 50 feet in the middle of the pack, before he managed to hop back on. Naturally he fell by himself later in the race, but he still received a standing ovation from the big crowd.

Results

SCRATCH MAIN: 1. Alan Christian (Godd); 2. Kelly Moran (Godd); 3. Mike Faria (Wes); 4. Mike Bast (Wes).

HANDICAP: 1. Mark Dwyer (Jaw); 2. Dennis Briggs (Godd); 3. Kelly Moran (Godd); 4. Ron Preston (Wes); 5. Leni Faas (Wes); 6. John Cook (Jaw).

SECOND DIV: 1. Steve Murray (Jaw); 2. Ed Castro (Jaw); 3. Scott Talkington (Godd); 4. Randy Blevins (Godd); 5. Ken Hansen (Godd); 6. Bob Ott (Jaw).

THIRD DIV: 1. Donnie McCusker (Wes); 2. Frank Steiner (Wes); 3. Ken Bidney (Jaw); 4. Trace Willis (Wes); 5. Jeff Springman (Wes); 6. Joel Windham (Wes).

MATCH RACE: 1. Guy Ermolenko (Jaw) def. Kelly Moran (Godd).

Moran outgates Cook at Costa Mesa

By Jim Brown

COSTA MESA, CA, JULY 8

As the annual Orange County Fair was in progress, the thunder of speedway caught everyone's attention as the tapes flew up to open the Coors Western Fair Derby at Costa Mesa. With the stands filled to capacity, fans witnessed the cream of the crop in speedway compete in a championship format.

The man who took home the victory for the evening was Kelly Moran as he was able to outgate John Cook, his biggest threat in the main. Moran took the center line of the track and left for the finish line. Not intimidated, Cook was right on his tail. Both being experienced riders, Cook knew that an attempt to pass would be cut off immediately and took second place. Dubb Ferrell filled the third position. Ferrell has been on a high roll lately and showed it as he took a big bite in the points with a 12.

Steve Lucero finished fourth, and was happy, because to get in the main event he had to win a run-off for the position with the other "10-point" holders. The competition was tough for the 19-year-old as he faced the tapes with Bast, Christian and Chrisco. Lucero bolted like he had been struck by lightning and leaped out in front, never to be seen again, as he held a lead of 10 to 15 yards. Lucero won, of course, and was smiling so big he probably stretched his helmet.

Moran, sponsored by STP, UNO, Godden and Arai, was third in point totals with 11. John Cook had 14 points, only one away from perfect. Cook sponsored by Cody, Bell and L.O.M., lost his point in the second round.

Alan Christian could have rewritten the entire evening's events had he not suffered a broken bike in his last race, when he already had 10 points to his credit.

Mike Bast was forced to become a spectator in event 10 as he broke the starting tapes, disqualifying him for that event.

John Sandona came in as a reserve rider taking the place of the ill Mike
(Continued to page 30)

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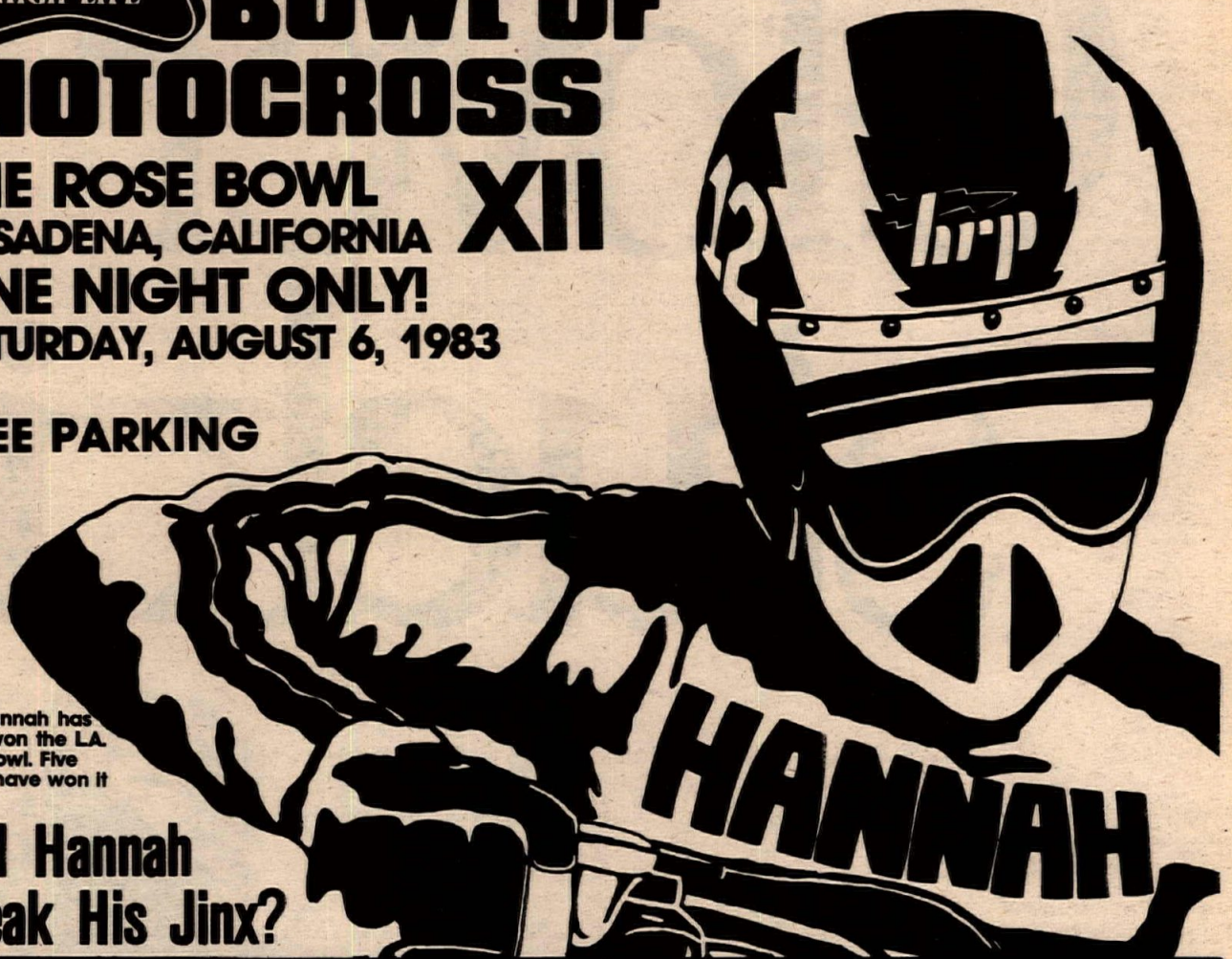
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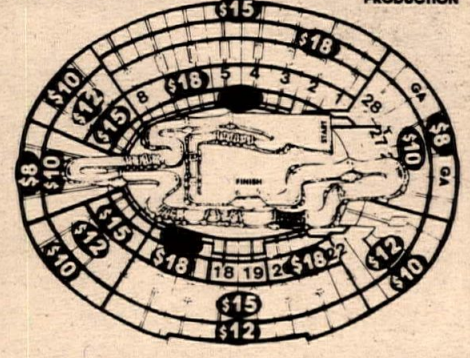
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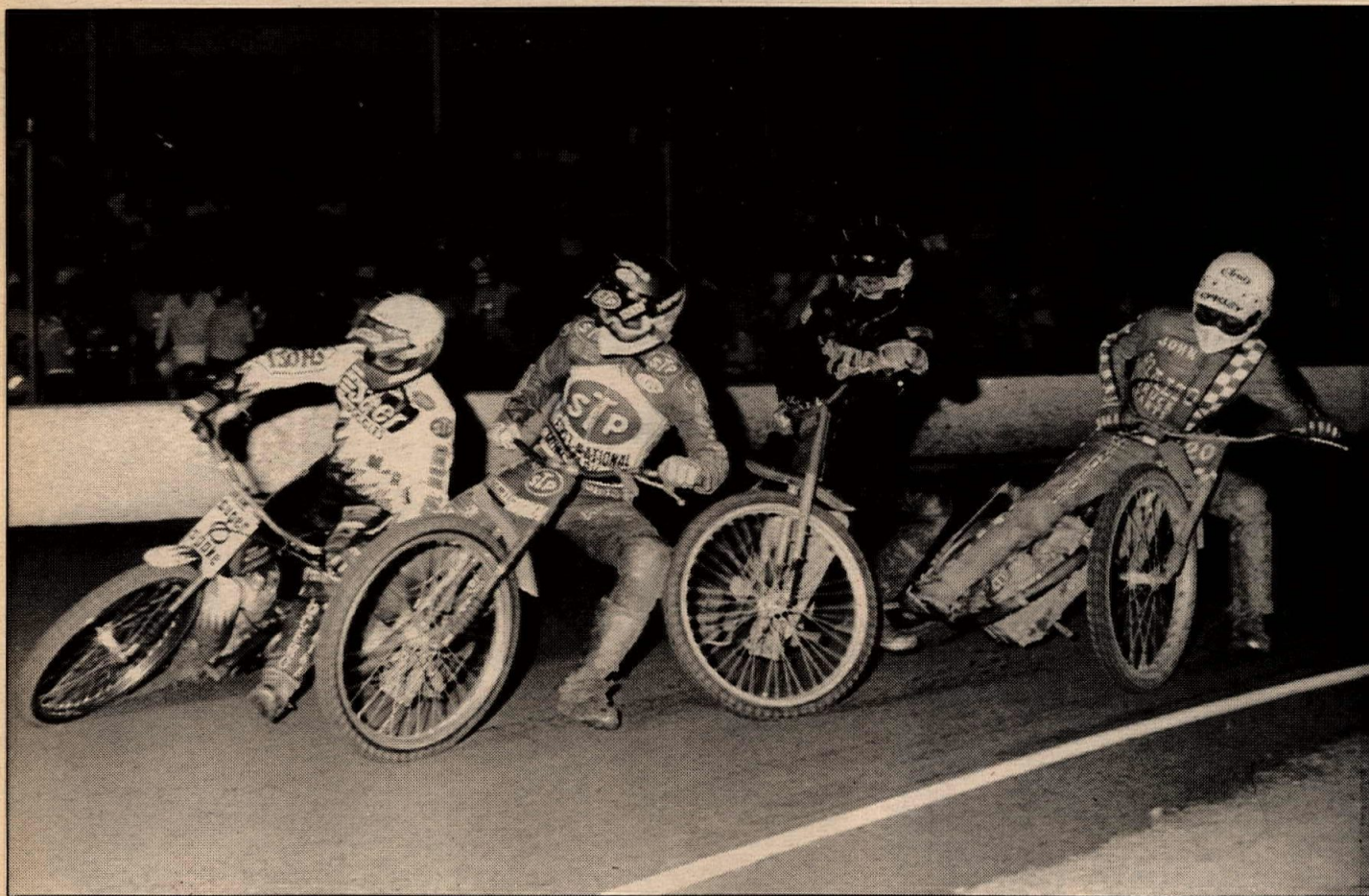
Then in the rematch he played follow-
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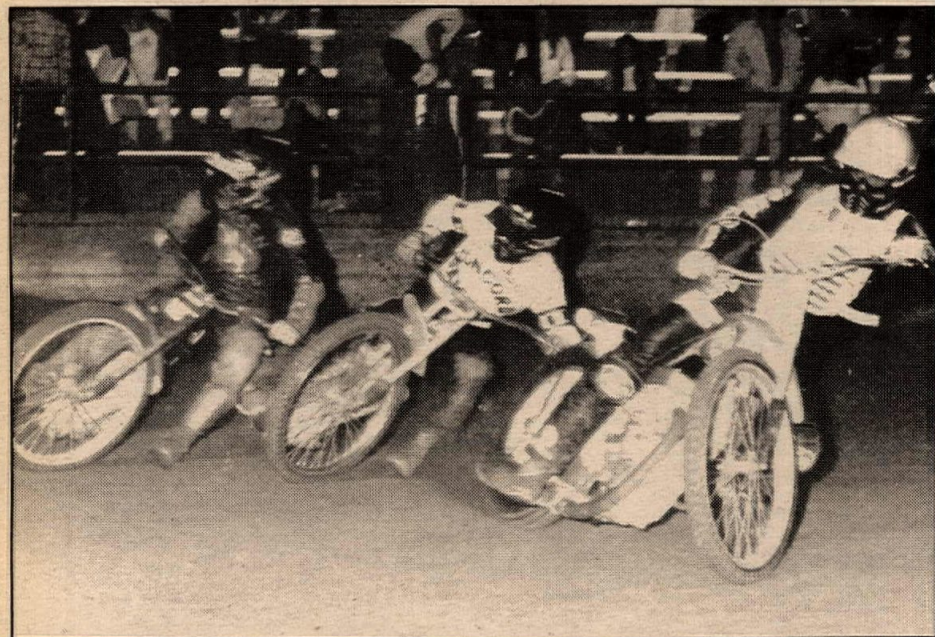
Which gives his rivals just six more
tries at making him shift.

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SPEEDWAY WEEK



(Above) To say the racing at Costa Mesa was close would, as usual, be an understatement. (Below) John Cook (right) had a good week up north.



(Continued from page 27)

Faria. Sandona scored seven points for sixth place.

Results

MAIN EVENT: 1. Kelly Moran; 2. John Cook; 3. Dubb Ferrell; 4. Steve Lucero.

POINT TOTALS: 1. John Cook (14); 2. Dubb Ferrell (12); 3. Kelly Moran (11); 4. (TIE) Alan Christian/Mike Bast/Steve Lucero/Keith Chrisco (10); 5. Mike Curoso (9); 6. (TIE) Gene Woods/John Sandona (7); 8. Dave Sims (5); 9. Gary Ford (4); 10. (TIE) Jim Lawson/Buddy Robinson (3); 11. Ron Blanton (0).

Faria, Davis power to Napa wins

By Jann Houston

NAPA, CA, JULY 2

The Scratch main event tonight left everyone, from the track officials to the announcer and the fans, in a state of shock. Mike Faria, making a rare northern California Fourth of July appearance, was undefeated on the Scratch side of the program going into the main event. As the gate shot up, it was Faria coming off the wall into the lead, his brother David Faria was second, Billy Meister was third and

Paul Orlandi from the pole position was fourth. Suddenly, as Faria rounded turn four and headed for the checkered flag he had a totally unexplained loss of power, while his brother David found a sudden burst of energy which carried him to victory, as well as his third main event win in as many weeks. Mike was questioned about it in the pits. His reply was unprintable.

In the Handicap main event, Dennis Davis, a relative newcomer to Division One, was fast and smooth as he claimed the lead and left no doubt that he intended to keep it, with Rocky Robinson, Harlan Bast Jr., Mike Faria, David Faria and Craig Elstins behind him in that order. Elstins went down in turn three on lap three and, with that exception, the positions never changed as Davis took home his second northern California main event trophy of the season.

Mike Dyer, a former SoCal rider, took home the Division Two main win, Charlie Haines was a close and always threatening second and Bill Calicura was third.

The Division Three main started out unusually fast, as Scott Nelson was really going for it. Unfortunately,

Nelson slid out in turn three of the third lap, allowing Mark Zeissler, in his second week of speedway, to move into the lead. Tom Castagnola was second and Nelson managed to keep it going for third. Scott Brant took home to Reno another trophy in the Junior main, Darrell Anderson was second after winning the heat and Bobby Hedden was third.

During the Handicap consolation tonight an unexplained power outage threw turns three and four into total darkness during the second lap. It became a case of "The Night the Lights Went Out In Napa." The race was never stopped as the track officials claimed you could see fine on the track, but it was so dark the scorers were unable to score the finish. It was a dangerous situation which luckily turned out OK. If there is nothing in the AMA rule book now about not running speedway heats in the dark, there should be. The race was not rerun; somebody on the track decided the finish and it was the riders' choice not to rerun it.

Results

SCRATCH MAIN: 1. David Faria Jr.; 2. Mike Faria; 3. Billy Meister; 4. Paul Orlandi.

HANDICAP MAIN: 1. Dennis Davis; 2. Rocky Robinson; 3. Harlan Bast Jr.; 4. Mike Faria; 5. David Faria; 6. Craig Elstins.

DIV 2 MAIN: 1. Mike Dyer; 2. Charlie Haines; 3. Bill Calicura; 4. Scott Briard; 5. David Chaidez; 6. Mike Parsons.

DIV 3 MAIN: 1. Mark Zeissler; 2. Tom Castagnola; 3. Scott Nelson.

JR MAIN: 1. Scott Brant; 2. Darrell Anderson; 3. Bobby Hedden; 4. Coors Wright; 5. Tommy Hedden.

Cook shows the way at Auburn

By Jann Houston
Photo by John Richlin

AUBURN, CA, JULY 1

The world of northern California speedway had anxiously waited for the return of SoCal star John Cook, but it looked like the July 1st weather might just put an end to it before it began. Cool temperatures, wind and heavy, dark clouds which sent an occasional sprinkle did not let up for the entire day. Luckily, the weather did not stop the fans, and it did not stop the races.

John Cook, the showman of speed-

way, has never let down a northern California crowd. Perhaps coming home to his family, friends and faithful fans encourages a little something extra. Tonight was no exception.

Coming into the Scratch main, with a perfect score on the Scratch side of the program, Cook took the lead from the number two position as Dennis Robinson, coming off the pole, was second, Paul Orlandi, currently holding the number one position in northern California point standings, was third and last week's Auburn main winner, David Faria, was fourth. Cook had such a comfortable lead that he found time for a wheelie or two, as well as time to throw goggles to the audience! Robinson was second, as Orlandi barely held off Faria for third.

Quick is the only way to describe how Bart Bast has moved from the Junior Division right into Division One, winning one main event after the other and accumulating points so fast that it's not totally out of the question that he could make the Qualifiers. One thing is for sure, the Bast name will be around in speedway for a long time to come, right at the top. Bart came into the main event tonight after taking second in his heat to Cook and winning his semi. Cook was forced to the consolation race, which he won, after a little bad luck in his semi.

Steve Hill, another 16-year-old showing great potential, held the lead for the first three laps of the Handicap main. Bast was second and Rocky Robinson third. Bast got past Hill for the lead on the fourth lap, Hill held on for second and Robinson for third. It was Bast's third Handicap main trophy after being in Division One for less than a month.

Jim Brenner won the Division Two main, Randy Blevins was second and Mike Parsons was third.

The Senior member of northern California speedway, 55-year-old Bill Thomas, won the Division Three main. Rory Rundle, looking smooth, but having a little engine trouble was second and Mark Lindsay was third.

Scott Brant won the Junior main, again. Greg Hancock, up from SoCal with John Cook, was second after winning his heat race and Darrell Anderson was third.

Results

SCRATCH MAIN: 1. John Cook; 2. Dennis Robinson; 3. Paul Orlandi; 4. David Faria Jr.

HANDICAP MAIN: 1. Bart Bast; 2. Steve Hill; 3. Rocky Robinson; 4. Robert Curry; 5. Andy Gilbertson; 6. Dennis Davis.

DIV 2 MAIN: 1. Jim Brenner; 2. Randy Blevins; 3. Mike Parsons; 4. Tom Brenner; 5. Dana Perri; 6. Rick Stephens.

DIV 3 MAIN: 1. Bill Thomas; 2. Rory Rundle; 3. Mark Lindsay; 4. Mark Zeissler; 5. Mike Dyer; 6. John Proto.

JR MAIN: 1. Scott Brant; 2. Greg Hancock; 3. Darrell Anderson; 4. Bobby Hedden; 5. Tommy Hedden; 6. Dustin Schroeder.

Cook, Griffith crank it on at Visalia

By Bill Locey

VISALIA, CA, JULY 2

John Cook remembers his roots. After racing the night before on his former home track at Auburn, he drove south for a few hours to Visalia and the Central Valley Speedway Club, for whom he used to race back in the Hanford days. Cook left the locals with something to remember him by too — a win in the Scratch main, a second in the Handicap main and a smattering of Saturday night wheelies.

In Handicap racing, the most popular rider in Visalia, Buddy Robin-

son, thrilled his large contingent of mostly female fans down to their painted toenails by winning his heat off the 50-yard line. Just to keep things exciting, the Budman passed his final victim, Gary Ford, on the last lap.

In the next race, Cook cruised off the 50, picking off riders at will, the last being hot-riding local Steve Martin. In the third and final heat, Ventura local Dean York, nattily attired in his 1976 Ventura Sharks leathers, took the win over Randy Blevins and Jimmy Lawson.

Young Johnny Houston, son of the Auburn promoters, led his semi for a few laps until the fire — in the person of Randy Griffith — got too hot to handle. Griffith, a Central Valley version of Alan Christian, moved Houston aside so expertly that all the hot guys passed him on one turn. Robinson and Cook followed Griffith across the finish line.

Ford, who won both mains in his last trip to Visalia, passed Martin to win the other semi off the 40.

In the main, it took Griffith two laps to blow by Martin, while behind them it was follow-the-leader for the hot guys, who were looking more bored than hot. Around turn three of the fourth lap, Cook was dead last behind Grant Salyers, and seemed to have given up. Cook changed his mind on the home straight. With an unreal drive he somehow got a wheel under Salyers and Robinson and passed them both in turn two as they went careening out of control, into then off of the crashwall, moving an entire section from turn one to turn two and sending a spectacular cloud of dust 20 feet into the air. Cook nailed Ford and then Martin by turn three but ran out of time to catch the streaking Griffith. It was the first win of the year for the Taft local on his home track. To celebrate, the burly Griffith nearly kissed the lips off the trophy girl.

"Too fast, gotta go" was the story in Scratch racing. Cook won three times, including a laughter in the main, with a succession of powerful gates and without any drama whatsoever. Robinson got by Salyers on the last lap of the main to finish a heartbeat away from a trophy.

Checking in with the Challengers — basically a Division Two and Division Three combined classification — Ventura's Walt Farnum led his heat by plenty until he succumbed to speedway rider's bane — brain fade — around turn four, as he fell and slid into the wall. This opened the door for local rider Jim Gravance, who took the win. With four Challenger heats, and with only the winners making the main, this turned out to be a big deal. Especially for Gravance. With a great start, he had the main won by turn one over three other local riders. Dave Mawhorter was second.

After Cook quieted the girls chanting "Buddy! Buddy! Buddy!" by thrashing their hero twice to win the King of the Hill match race, there was a special, at-no-extra-cost-to-anyone match race between a pair of Kingsburg locals, Jim Rogin and Dave "The Commander" Cox. Rogin won easily, and for those of you into mechanics, a two-valve Jawa blew away a brand-new Godden.

Results

SCRATCH MAIN: 1. John Cook; 2. Buddy Robinson; 3. Grant Salyers; 4. Gary Ford.

HANDICAP MAIN: 1. Randy Griffith; 2. John Cook; 3. Steve Martin; 4. Gary Ford; 5. Buddy Robinson; 6. Grant Salyers.

CHALLENGER MAIN: 1. Jim Gravance; 2. Dave Mawhorter; 3. Ron Hardin; 4. Mike Obradovich.

MATCH RACE: Cook def. Robinson.

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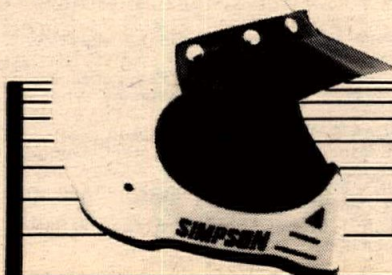
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				9 to 16 yrs.	Open	0-105cc	Mod.
Birth Date _____ Class _____			Motorcycles	Thru 21 yrs.	Nov. Int. Exp.	125cc	Stk. & Mod.
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David Hopwood (36) holeshots the 250cc Pro class at CMC Saddleback.

Cagiva-mounted Turner doubles at OCIR MX

By Tom Corley

IRVINE, CA, JUNE 30

The Orange County International Raceway motocross track is constantly changing, and tonight the start was completely re-routed in an effort to eliminate those nasty first turn pile-ups. Though the new start was much safer, there were a few people who bailed their bikes. John Albright dropped his Honda on the second start of the 125cc Novice class and was tended to by the ambulance attendants.

Ron Turner decided to go Italian and is now racing for Cagiva. Todd Peterson doubled at Ascot just the night before, but tonight it was Turner who doubled. He had to defeat Peterson to accomplish this.

There were four riders in the 125cc Pro class. In the opening moto a two-man battle was seen between Honda-mounted Chris Heinrich and Cagiva ace Turner. They were so close that it was inevitable that they were going to tangle. Sure enough, when they came to the corner past the finish line, the two locked up and fell down. It took awhile for them to break loose but they got underway. By that time it was too late as Todd Hoover took over the lead. Turner still managed second ahead of Heinrich with Jim Keese landing fourth.

In the final moto Turner held the lead over Heinrich and Hoover. On the payback list there were two riders in the money and they were Turner and Hoover.

Todd Peterson didn't enter the 125cc Pro class but was determined to win the 250cc Pro class gold. The Team Swolen racer took the first moto over Ron Turner and C & V Competition's Bryan Maloney. The final round was perhaps the best race of the night as Turner and Peterson shot it out in the final round to determine who the money winner was going to be. Money wise it was Turner, Peterson and Maloney.

Murray Shackelford is returning to Mini racing after recovering from a broken arm. He won on Sunday at Saddleback and also in tonight's Mini Novice race.

Results

60 BEG: 1. Beau McMinn (Yam); 2. Lenny Jones (Hon); 3. Jeff Long (Hon).
60 NOV: 1. Jacob Swain (Kaw); 2. Bobby David (Kaw).
60 INT: 1. Jammin Jody (Kaw).
60 EX: 1. Thayne Zito (Kaw).
80 BEG DIV 1: 1. Steve Jarrett (Yam); 2. Frankie Ferro (Kaw); 3. Brandon Sperling (Kaw).

80 BEG DIV 2: 1. Dugan Sanders (Yam); 2. Rob Sassen (Hon); 3. Darren Stein (Suz).
80 BEG DIV 3: 1. Jerry Cotter (Kaw); 2. Mitch Eber (Kaw); 3. Rich Watson (Yam).
80 NOV: 1. Steve Owens (Yam); 2. Don Burke (Kaw); 3. Chris Broders (Kaw).
80 INT: 1. Ward Bassett (Yam); 2. Colin Karcher (Kaw).
80 EX: 1. Willie Surratt (Kaw); 2. Mike Fitzgerald (Hon).
125 BEG DIV 1: 1. Stan Mendell (Hon); 2. John Calia; 3. Steve Helm (Suz).
125 BEG DIV 2: 1. Todd Zoriki (Hon); 2. Jim Benjamin (Yam); 3. Ron McKiernan (Hon).
125 NOV DIV 1: 1. Craig Canoy (Kaw); 2. Jeff Matiasovich (Suz); 3. Chad Smart (Suz).
125 NOV DIV 2: 1. Dan Crouch (Yam); 2. Steve Burdette (Yam); 3. Steve Stevenson (Hon).
125 INT: 1. Eric Clemson (Yam); 2. Keith Morabito (Yam); 3. Jimmy Olden (Suz).
125 PRO: 1. Ron Turner (Cag); 2. Todd Hoover (Yam); 3. Chris Heinrich (Hon).
250 BEG: 1. Fred Ludwig (Yam); 2. Derek Eason (Hon); 3. Arthur Najera (Yam).
250 NOV: 1. Don Calhoun (Yam); 2. Corey Gash (Yam); 3. Phil Lewis (Yam).
250 INT: 1. Shawn Tracy (Hon); 2. Jim Cobham (Hon); 3. John Berg (Suz).
250 PRO: 1. Ron Turner (Cag); 2. Todd Peterson (Yam); 3. Bryan Maloney (Hon).
500 BEG: 1. Bill Mahoney (Hon); 2. Tom Buck (Hon); 3. James Flournoy (Yam).
500 NOV: 1. Ed Walters (Yam); 2. Mike Holland (Hon); 3. Peter Guy (Mai).
500 INT: 1. Mark Gleckl (Hon); 2. Greg Thornton (Mai).
500 PRO: 1. Randy Skinner (Hon); 2. Dan Berg (Hon); 3. Scott Cavness (Suz).
VET: 1. Richard Long (Yam); 2. Dennis David (Yam); 3. Bill Myers (Mai).

Bird, Carroll move up at Ascot Pro-Am ST

By Maureen Lee

GARDENA, CA, JULY 30

The pilot program at Ascot Park enabling Novices and Juniors to ride for transfer points while allowing sportsman riders to have their own races on the same program is working. It's a bit bumpy in spots but is giving up and coming Professionals a chance to earn those needed points. There were two very happy young men this evening who made the jump up. Randy Bird moved from Novice to Junior and Bud Carroll from Junior to that coveted white-plate Expert status. Both of them, though, are going to be content to finish out the season in their starting classifications.

Bird did a good job in the 250cc Pro main, having to work very hard for his win and transfer. Mike Arthur got into the south turn first on both starts; the first start was red-flagged when a couple of riders unloaded. Arthur hung onto that spot for nearly all the race with Bird, who had worked up with Bob Beer right behind him. Bird, who is learning his racing lessons well, waited for the right lap and the right time. Then he zoomed by Arthur on the backstraight on the white flag lap, thereby getting to the checkered flag first and getting his

transfer.

For the 500cc Pros, Bud Carroll got in front very quickly and stayed there with Ross Klatt second, followed by Bob Land, Eddie San Roman and Jimmie Rosa. Land dove to the inside of Klatt on the north turn, taking over and never losing second. He gave Carroll a good chase and nearly lost it all together on the last turn of the last lap. Watching him get it upright became the whole focal point of the evening, and what saved him besides his footpeg digging in was a demonstration of "The Force" at work. San Roman emerged with a third ahead of Klatt.

Results

250 COMBO: 1. Curtis Cannon; 2. Archie Perez; 3. Alan Ronska; 4. Don Ambrose.
500 COMBO: 1. Curtis Cannon; 2. John Barricklow; 3. Rodd Saunders.
VET: 1. Gary Pettis; 2. Bill Bartels; 3. Al Maglietto.
250 PRO MAIN: 1. Randy Bird; 2. Mike Arthur; 3. Scott Rose; 4. Larry Staggs; 5. Greg Beloit; 6. Dave Ehrhart; 7. Vince Landry; 8. Frank Crane; 9. Robert Beer; 10. Greg Nelson.
500 PRO MAIN: 1. Bud Carroll; 2. Robert Land; 3. Ed San Roman; 4. Ross Klatt; 5. Jim Rosa.

Hopwood celebrates Fourth with First

By Kenneth Stein

ORANGE, CA, JULY 3

David Hopwood (Hon) gave himself reason to celebrate over the holiday by bolstering his Continental Motorsports Club points lead with a first overall in a crowded 250cc Pro class at Saddleback Park today.

Hopwood holeshot the 28-man first moto, but was caught almost immediately by Richard Sands (Suz) and Ed Arnet (Hon). When Sands dumped after a lap, Arnet inherited the lead, followed by Hopwood and Vince McMahon (Yam). On the fourth lap Hopwood dumped, giving away seven more spots.

Double-jumping over a pair of whoop's at the start of each lap, McMahon quickly reeled in Arnet. He snatched the lead on the ninth lap, reducing the last five laps to a formality. Don Turk (Hon) added some excitement by moving up from mid-field to finish third. Hopwood managed a sixth.

Hopwood again holeshot the second moto with Arnet hot on his tracks. The pair raced around together for the first dozen laps half a minute ahead of the crowd. On the 12th lap, Hopwood again fell, allowing Arnet by. Two turns later Arnet got off. Unable to restart, he could only watch as Hopwood and first overall flew by. Clark Jones (Yam) battled up from ninth to nail down second just ahead of the Suzuki of Tim Lunde.

Results

125 PRO: 1. David Bowman (Suz); 2. Doug Dubach (Suz); 3. Doug O'Donnell (Suz).
125 INT: 1. Kenny Clifton (Suz); 2. Mike Moore (Kaw); 3. Danny Cantley (Kaw).
125 JR: 1. Tim Toms (Hon); 2. Jeff Matiasovich (Suz); 3. John Gersjes (Kaw).
VET MASTER: 1. Alan Olsen (Hon); 2. Marino Bastionell (Suz); 3. Steve Zoumaras (Suz).
OT MASTER: 1. Malcolm McCassy.
VET INT: 1. John Tartaglia (Mai); 2. Danny Ashcraft (Hon); 3. Milt Mueller (Mai).
VET JR: 1. Bill Hair (Yam); 2. Nick St. Laurent (Hon); 3. Rich Stulke (Hon).
OT JR: 1. Howard Davis (Suz); 2. Carl Ellert (C-A); 3. Michael Salisbury (Hon).
250 PRO: 1. David Hopwood (Hon); 2. Mark Howell (Yam); 3. Clark Jones (Yam).
SIDEAR PRO: 1. Palfreyman/Palfreyman (Nor); 2. Schnoor/Langosh (Yam); 3. Whitney/Whitney (H-D).
SIDEAR SPTSMN: 1. Curtis/Abbott (Yam); 2. Ridyard/Mitchell (Yam); 3. Huegle/Clevenger (Was).
250 INT: 1. Steve Weidler (Hon); 2. Jim Cobham (Hon); 3. Colin Ryan (Yam).
MINI JR: 1. Murray Shackelford (Kaw); 2. Steve Wamholdt (Kaw); 3. Don Burke (Kaw).
MINI EX: 1. Mike Young Jr. (Yam).
250 JR: 1. Kevin Fringer (Yam); 2. Mike Musson

(Suz); 3. Joe Merriam (Hon).
500 PRO: 1. David Gerig (Yam); 2. Don Turk (Hon); 3. Bryan Breker (Hon).
500 INT: 1. Jim Harris (Yam); 2. Don Glover (Hon); 3. Gary Sowers (Hon).
500 JR: 1. Sean Mitchell (Kaw); 2. John Bosanko (Hon); 3. John Tartaglia (Mai).

Williams wails at DeAnza Motocross

By Kit Palmer

SUNNYMEAD, CA, JULY 3

After dropping out of the motocross scene for the past three years, Suzuki Country's David Williams (Suz) is making a strong comeback. He proved it today by capturing the win in today's 250cc Pro class at DeAnza Cycle Park.

The action began at the start of moto one when Yamaha Competition Supply's Scott Manning (Yam) shot to the front of the pack ahead of Williams, Fred Hodgins (Kaw) and Greg Nash (Hon). By the end of lap one, Nash had worked his way into the second position. Williams re-passed Nash on the following lap; however, Nash returned the favor, retaining the second spot a few turns later.

At the end of lap three, Nash was hot on Manning's rear fender. Soon after, Nash took control of the lead while Williams put heavy pressure on Manning for the next four laps.

Finally, Manning gave in and handed Williams second. With five laps remaining, Nash took a tumble and gave the lead to Williams. Nash quickly recovered in second. Williams held on and took the win ahead of Nash, Hodgins, Ronnie Gibson (Yam) and Duane Mapes (Suz).

In the second moto, it was all Williams. The Suzuki pilot captured the holeshot and led from start to finish without a hitch. Nash, who could only manage a mid-pack start, labored his way into second by motos end. Third went to Manning followed by Hodgins and Gibson.

Results

MINI BEG: 1. Jerry Litteral (Yam); 2. Ephram Benjamin (Yam); 3. Mike Laquerre (Kaw).
MINI NOV: 1. Chris Bamsey (Kaw); 2. Mike Michetti (Kaw); 3. Brad Edginton (Kaw).
MINI EX: 1. Ty Davis (Kaw); 2. Keith Morabito (Yam); 3. Mike Fitzgerald (Yam).
125 BEG: 1. Rick McKinley (Suz); 2. Craig Athey (Suz); 3. Sam McLaughlin (Suz).
125 NOV: 1. Steve Burdette (Yam); 2. Robert Cadwell (Suz); 3. Alex Lopez (Yam).
125 INT: 1. Mike Magallanes (Yam); 2. Tom Combs (Yam); 3. Larry Benedict (Yam).
125 PRO: 1. Mike Roberts (Yam).
250 BEG: 1. Ken Rock (Hon); 2. Mike Lofton (Yam); 3. Chris Farrell (Suz).
250 NOV: 1. Craig Sosa (Hon); 2. Jeff Barker (Yam).
250 INT: 1. Steve Cardillo (Yam); 2. Kit Palmer (Kaw); 3. Bill Peltto (Yam).
250 PRO: 1. David Williams (Suz); 2. Greg Nash (Hon); 3. Fred Hodgins (Kaw).
OPEN BEG: 1. Linden Stevens (Mai); 2. Max Hernandez (Hon); 3. Rick Sliger (Hon).
OPEN NOV: 1. Bill Mahoney (Hon); 2. Randy Reinhard (Mai).
OPEN INT: 1. Bob Carpenter (Hon); 2. Robert Girard (Hon); 3. Bob Watson (Yam).
OPEN PRO: 1. Scott Wilkinson (Hon); 2. Dan Paulson (Hon); 3. Troy Manning (Yam).
VET BEG: 1. Alice Moore (Suz).
VET INT: 1. Tim Jones (Yam).
VET EX: 1. Terry Davis (Mai); 2. Larry Lowen (Suz); 3. Ray Simmons (Suz).

Hayes, Karcher defeat Bassett for NMA sunrise victory

By Tom Corley

ADELANTO, CA, JUNE 26

The desert track of Sunrise Valley Cycle Park was the site of the fifth qualifier for the upcoming National Motorsports Association Ponca City Grand

National Championships. A scheduled 18 events stretched till 2:30 p.m. just for the first moto so it was necessary to shorten the second moto races by one lap. The 80cc Novice races showed the popularity of this event with 20 riders per. Kawasaki rider Colin Karcher swept the 80cc Stock Novice 12+ motos with Suzuki-mounted Todd Hayes clinching the 80cc Modified Novice 12+ win. DMC rider Ward Bassett plotted against the winners in both races but failed due to a bad start and a rare spark plug failure.

Opening the 80cc Stock Novice 12+ class was a win for Colin Karcher. Robby Gordon took his DMC Yamaha to the second place position ahead of Richard Bates and Steve Kendall. Bassett failed to get a decent start and managed sixth place. Bassett had holeshot fever in the final moto and led the pack. His lead didn't last as he lost a position on the first lap and another on the second lap.

It was Karcher who worked by to take the lead position before the first lap was done. On the next lap David Slack zapped Bassett, but when the race was coming to a close Bassett regained his position by passing Slack on the last corner. The perfect 1-1 tally of Karcher won him the overall trophy. The inconsistent 6-2 tally belonging to Bassett earned him second place. This was a fine finish for Bassett, who is new to Minicycle racing and has spent most of his time in BMX. Kendall's 4-4 won third place over Todd Hayes and David Slack.

Chris Burgess and Nicky Pounds split the wins in 80cc Intermediate racing. Burgess took his Kawasaki to the Stock class win while Pounds was the Modified winner. Pounds placed second in the Stock race behind Burgess and ahead of Mike Kiedrowski. Burgess won the first Modified moto but placed third in the final event, which earned him second overall. The outcome of the Modified class would have been different if Jeff Capt hadn't pulled off the track after leading both motos.

Who says you can't beat the factories? Mouse McCoy is now a privateer rider and races a Kawasaki that his dad bought with JT being his only sponsor. The Mouse proceeded to win the 80cc Stock Expert class, the 105cc race and placed third in the 80cc Modified Expert contest.

Results

PEE WEE MOD: 1. Dennis Dahlin (Yam); 2. Justin Rich (Yam); 3. Jesse James (Ita).

60 STK: 1. Steven Kotajarvi (Kaw); 2. Bubba Erickson (Yam); 3. Richard Saxton (Yam).

60 STK: 1. Sean Thornton (Kaw); 2. Jesse James (Kaw); 3. Dennis Dahlin (Yam).

60 MOD: 1. Steve Kotajarvi (Kaw); 2. Jimmy Button (Hon); 3. Kayle Johnson (Kaw).

60 MOD: 1. Sean Thornton (Kaw); 2. Robby Pascarella (Suz); 3. Dennis Dahlin (Yam).

80 STK 9-11: 1. Bubba Erickson (Yam); 2. Sean Blanchard (Kaw); 3. Jimmy Button (Hon).

80 MOD 9-11: 1. Mike Pascarella (Suz); 2. Sean Blanchard (Kaw); 3. Bubba Erickson (Yam).

80 STK NOV 12+: 1. Colin Karcher (Kaw); 2. Ward Bassett (Yam); 3. Steve Kendall (Suz).

80 MOD NOV 12+: 1. Todd Hayes (Suz); 2. David Slack (Kaw); 3. Steven Kendall (Suz).

80 STK INT 12+: 1. Chrus Burgess (Kaw); 2. Nicky Pounds (Suz); 3. Mike Kiedrowski (Kaw).

80 MOD INT 12+: 1. Nicky Pounds (Suz); 2. Chris Burgess (Kaw); 3. Craig Nielsen (Kaw).

80 STK EX 12+: 1. Mouse McCoy (Kaw); 2. Bob Moore (Yam); 3. Bader Manneh (Kaw).

80 MOD EX 12+: 1. Bader Manneh (Kaw); 2. Bob Moore (Yam); 3. Mouse McCoy (Kaw).

105: 1. Mouse McCoy (Kaw); 2. Willie Surratt (Kaw); 3. Bryan Bruner (Kaw).

125 STK NOV: 1. Joey Mendoza (Kaw); 2. Travis Roberson (Kaw); 3. Tony Alessi (Yam).

125 MOD NOV: 1. Joey Mendoza (Kaw); 2. John Fitterer (Kaw); 3. Randy Gatica (Suz).

125 STK INT: 1. Steve Stewart (Kaw); 2. John Ray (Suz); 3. Jason Prater (Kaw).

125 MOD INT: 1. Steve Stewart (Kaw); 2. Fred Heacock (Yam); 3. Mark Decker (Yam).

125 STK PRO: 1. Todd Campbell (Kaw); 2. Paul Denis (Kaw); 3. Mike Fisher (Yam).

125 MOD PRO: 1. Todd Campbell (Kaw); 2. Mike Fisher (Yam); 3. Paul Denis (Kaw).

250 AM: 1. Mark Rouff (Hon); 2. Ron Economu (Yam); 3. Pat Vernola (Hon).

250 EX: 1. Brand Johnson (Gag).

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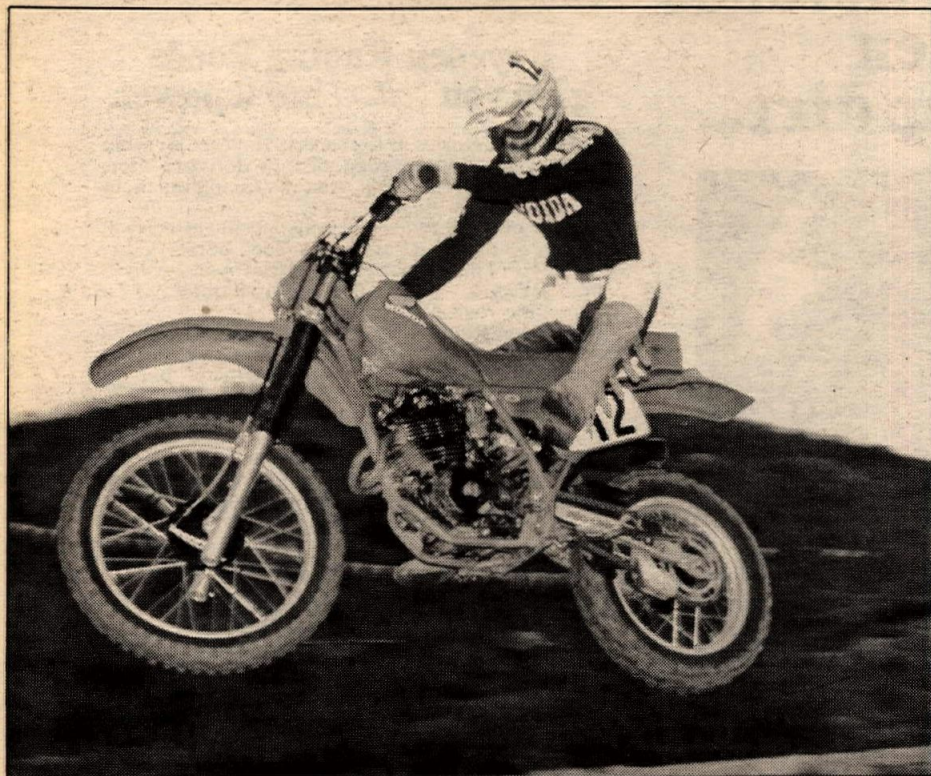
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Second Open Intermediate Kinney Jones prepares to "Thump" Corona.

Naber nabs Pee Wee win at Corona

By Kit Palmer

CORONA, CA, JULY 1

Kawasaki-mounted Robert Naber captured an exciting win in the nine-years-of-age-and-under Pee Wee class after dicing against some stiff competition in tonight's motocross action at Corona Raceway.

When the gate dropped for the start of moto one, the little guys jammed into the first turn and it was Jacob Swain (Kaw) who emerged in front of the pack. Hot on his tracks were Beau McMinn, Mike Metzger (Kaw) and Naber.

Swain began to stretch his lead slightly while the rest of the pack battled. During the third lap, Naber made his move by zapping both Metzger and McMinn for second. With only two laps remaining, Metzger also put the move on and slipped past McMinn.

When the checkered appeared it was Swain who crossed the finish line first ahead of Naber, Metzger and McMinn.

Swain took the early lead at the start of moto two, but by the second lap Naber, who was hot on the gas, stuffed his Kawie by Swain and took over the lead. However, a lap later, Swain retaliated by repassing Naber. For the next three laps the battle was tight, and on the white flag lap, Swain went down dropping back to third behind Metzger. Naber took the win followed by Metzger, Swain and McMinn.

Results

PEE WEE: 1. Robert Naber (Kaw); 2. Jacob Swain (Kaw); 3. Mike Metzger (Kaw).
 MINI BEG: 1. Frankie Fierro (Kaw); 2. Brandon Sperling (Kaw); 3. Brian Sanchez (Yam).
 MINI BEG: 1. Travis Bellah (Kaw); 2. Mike LaQue-
 rre (Kaw); 3. Dan Mahoney (Yam).
 MINI NOV: 1. Jeff Capt (Kaw); 2. Murray Shackel-
 ford (Kaw); 3. Billie Paugh (Kaw).
 MINI INT: 1. David Foltz (Kaw); 2. Mike Burdette
 (Yam); 3. Ward Bassett (Yam).
 125 BEG: 1. Rob Carpenter (Suz); 2. Todd John-
 son (Suz); 3. Kevin Goyette (Suz).
 125 BEG: 1. Jay Birmingham (Suz); 2. Kenny
 Collier (Kaw); 3. Mitch Eber (Kaw).
 125 NOV: 1. Steve Burdette (Yam); 2. Alex Mans-
 field (Kaw); 3. Charlie Manno (Kaw).
 125 INT: 1. Keith Morabito (Yam); 2. Gerry Latti-
 mer (Hon); 3. Brian Mayer (Suz).
 125 PRO: 1. Mike Roberts (Yam).
 250 BEG: 1. Steve Rossow (Hon); 2. Ron Ewart
 (Suz); 3. Shawn Culp (Yam).
 250 BEG: 1. Don Wilborn (Yam); 2. Tony Rocovits

(Hon); 3. Jim Williams (Suz).
 250 NOV: 1. Brent Rouhe (Suz); 2. Todd Huegel
 (Hon); 3. Pat Vernola.
 250 INT: 1. Steve Cardillo (Yam); 2. Ron Lawson
 (Kaw); 3. Jim Cogley (Yam).
 250 PRO: 1. Vince McMahon (Yam); 2. Pat Weber
 (Kaw); 3. Keith Williamson (Yam).
 OPEN BEG: 1. Bill Mahoney (Hon); 2. Brent
 Landpher (Hon); 3. Rick Sliger (Hon).
 OPEN NOV: 1. Ted Metzger (Suz); 2. Ron McGee
 (Yam); 3. Scott McKey (Yam).
 OPEN INT: 1. Dean Wilkinson (Hon); 2. Kinney
 Jones (Hon); 3. Bob Watson (Yam).
 OPEN PRO: 1. Scott Wilkinson (Hon).

Culbert the class at Canyon

By Pam Hardin

PHOENIX, AZ, JUNE 25

Gearing up for the NMA Na-
 tionals, 80cc Amateur Curtis
 Culbert worked his way to four
 out of four moto wins at
 Canyon.

Mike Bailey flew past the rest in the
 Modified class first moto start. Young
 Cycle's Billy Carlson held second,
 while Culbert pushed Lancer's Brian
 Pryor in third. Coming up to the
 checkered, Bailey dropped it after a
 lapped rider got in his way. He
 remounted for a sixth after leading
 the entire race. Carlson had third
 with Culbert slipping by Pryor on
 the back section before the finish.

Culbert took off in the next moto
 and never looked back. Bailey was in
 a distant second while Wes Parker
 and Brent Wineland pushed behind.
 After a few laps, Scott Bawden moved
 into third with Carlson close behind.
 Culbert had the win with nobody in
 sight while Bailey did the same in
 second.

In the 125cc Novice Modified class
 there was a see-saw battle between
 teammates Rob Dees and Kelly Barry,
 both of Sunnyslope Honda. Barry
 took the overall after displacing Dees
 for the second moto win.

Results

Y ZINGER: 1. David Green (Yam); 2. Sam Hays
 (Yam); 3. Bart Blake (Yam).
 PEE WEE NOV: 1. Tim Stuart (Yam); 2. Brian Cook
 (Yam); 3. Preston Cantu (Yam).
 PEE WEE AM: 1. Damon Watkins (Kaw); 2. Den-
 ton Campbell (Kaw); 3. Chip Young (Hon).
 80 BEG: 1. Toby Holden (Suz); 2. Greg Fasulo
 (Yam); 3. Morgan Adams (Yam).
 80 NOV STK: 1. David Pedersen (Kaw); 2. Brent
 White (Yam); 3. Kevin Cook (Yam).
 80 NOV MOD: 1. Jerry Stuart (Yam); 2. Marc
 DeBeradinis (Yam); 3. Kyle Killebrew (Yam).
 80 AM STK: 1. Curtis Culbert (Kaw); 2. Brian
 Pryor (Suz); 3. Scott Bawden (Kaw).
 80 AM MOD: 1. Curtis Culbert (Kaw); 2. Scott
 Bawden (Kaw); 3. Billy Carlson (Yam).
 80 EX STK: 1. Robert Naughton (Kaw); 2. John

Moran (Yam).
 80 EX MOD: 1. Robert Naughton (Kaw); 2. John
 Moran (Yam).
 125 BEG: 1. Ray Barry (Hon); 2. Ricky Campos
 (Hon); 3. Gary Justiss (Yam).
 125 NOV STK: 1. Kelly Barry (Hon); 2. Steve
 Caudle (Yam); 3. Rob Dees (Hon).
 125 NOV MOD: 1. Kelly Barry (Hon); 2. Rob Dees
 (Hon); 3. Steve Caudle (Yam).
 125 AM STK: 1. Jerry Tistle (Kaw); 2. Shawn
 Hilton (Kaw); 3. Dave Fouquette (Yam).
 125 AM MOD: 1. Shawn Hilton (Kaw); 2. John
 Humphrey (Yam); 3. Bobby Arnold (Kaw).
 125 EX: 1. Bobby White (Hon); 2. Mark Lucas
 (Suz); 3. Jim Gunderson (Hon).
 250 BEG: 1. Shawn Thompson (Hon); 2. Randy
 Tyler (Suz); 3. Burns Robinson (Yam).
 250 NOV: 1. Greg Groom (Suz); 2. Larry Grapen-
 tine (Hon); 3. Raymond Puhr (Hon).
 250 AM: 1. Stacey Courrier (Mai); 2. Craig Olson
 (Kaw); 3. Jeff Bentram (Hon).
 250 EX: 1. Bobby White (Yam); 2. Tom Witt (Yam);
 3. Brett Buckner (Hon).
 OPEN NOV: 1. Raymond Gorrell (Hus); 2. Shawn
 Thompson (Hon); 3. Gaylan Hathaway (Hon).
 OPEN AM: 1. Bill White (Suz); 2. Monte Whitaker
 (Hon); 3. Blane Cook (Hon).
 OPEN EX: 1. Bryan Hayes (Yam); 2. Dale Cooley
 (Hon); 3. Larry Witt (Hon).
 OT NOV: 1. John Turner (Hus); 2. Daniel Allen
 (Yam).

Butterfield, Johnson take Ascot 250cc Juniors

By Tom Corley

GARDENA, CA, JUNE 22

Though there were 10 riders
 involved in the first division of
 250cc Juniors, a match race
 developed between Yamaha
 riders Brett Butterfield and Bret John-
 son. The opening round was won by
 Johnson who, in the final moto,
 ended the race with a bang. Johnson
 hauled through the finish line in
 second place and nailed a passing
 blue van. Butterfield took the top
 trophy ahead of Johnson.

A crash started off the first moto in
 the first 250cc Junior division but
 Johnson had the lead with Butter-
 field in second. Butterfield couldn't
 catch the leader. Don Nelson and
 Gary Zweifel placed third and fourth.

Butterfield led the final moto from
 wire to wire. Nelson, on an under-
 powered Yamaha IT, held down
 second place. Then Nelson dropped
 his bike on the old concessions corner.
 Johnson advanced to second place
 and set out after Butterfield.

Going for broke, Johnson gassed
 his bike on the home stretch and tried
 to soar by Butterfield. He failed to
 win but did manage to broadside a
 blue van that was passing through
 the pits near the finish line. The
 ambulance attendants were still tend-
 ing to Johnson when the second divi-
 sion of 250cc Juniors were let off the
 starting line.

Then, to make matters worse, as
 the white flag came out, Arnold Baeza
 left the track and gave the ambulance
 attendant a real shock, when Baeza's
 bike ran into the front of the ambu-
 lance.

For the final moto it was Butter-
 field, Johnson, Don Shaw and Mark
 Gagnon. Overall the win went to
 Butterfield. Johnson had a second
 moto that he will never forget, yet
 still earned second overall. Nelson
 was the third place trophy winner
 ahead of Shaw.

Results

80 JR DIV 1: 1. Dugan Sanders (Yam); 2. Scott
 McDonough (Kaw); 3. Henry Barbee (Suz).
 80 JR DIV 2: 1. Tony Fuller (Yam); 2. Prax Cruz
 (Suz); 3. Robert Nickolson (Hon).
 80 INT: 1. Newton Acevedo (Suz); 2. Lee Beaver
 (Kaw); 3. David Wodaszewski (Kaw).
 125 JR DIV 1: 1. Arthur Huffer (Suz); 2. Keith
 McMillen (Hon); 3. Sestich (Suz).
 125 JR DIV 2: 1. John Bush (Hon); 2. Alex Posca
 (Yam); 3. Mike Ferrero (Suz).
 125 INT: 1. Gary Ybarra (Kaw); 2. Kenny Clifton
 (Suz); 3. Pat Rice (Yam).
 125 PRO: 1. Todd Peterson (Yam); 2. Rob Trone
 (Hon); 3. Glenn Page (Suz).
 250 JR DIV 1: 1. Brett Butterfield (Yam); 2. Bret

Johnson (Yam); 3. Don Nelson (Yam).
 250 JR DIV 2: 1. Clifford Glass (Yam); 2. Andy
 Patterson (Hon); 3. Corey Gash (Yam).
 250 INT: 1. Felipe Horta (Yam); 2. Skip Cristy
 (KTM); 3. Terry Tietz (Hon).
 250 PRO: 1. Todd Peterson (Yam); 2. Rob Trone
 (Hon); 3. Rick Johnson (Hon).
 500 JR: 1. Andre Thalman (Hon); 2. Dan Matis
 (Yam); 3. Sean Mitchell (Kaw).
 500 PRO: 1. Rick Johnson (Hon); 2. Pete Murray
 (Mai); 3. Mike McMillen (Hon).
 500 INT: 1. Bob Carpenter (Hon); 2. Michael
 Modrak (KTM); 3. Rick Kowacs (Hon).
 VET JR: 1. Howard Phelps (KTM); 2. Terry Judd
 (Yam); 3. Hank San Miguel (Mai).
 VET MASTER: 1. Chris Jackson (Mai).
 OT JR: 1. Michael Salisbury (Hon); 2. Bernie
 Evans (Mai); 3. John Huneck (Yam).
 OT MASTER: 1. Marshall Jennings (Hon).

CRC money bagged by Pugmire, Kline

By Tom Corley

VALENCIA, CA, JUNE 24

The Pro classes were small in
 tonight's California Racing
 Club motocross at Indian
 Dunes, yet they sported a couple
 of riders who have played a big part
 in the racing action since the start of
 this track. Starting out as Mini racer,
 Bob Kline has fast become a top con-
 tender in both the 125 and 250cc Pro
 classes. Kline has been without a ride
 for some time, but now he is on a new
 Eggo & Carl Racing Honda and pro-
 ceeded to smoke the 125cc Pro class
 for the top cash. He built a big name
 for himself years ago aboard a Bul-
 taco, but Kenny Zahrt is still a major
 contender in 250 and 500cc Pro class
 racing. KZ is on a Pacific Brass-
 sponsored Honda and was out to win
 the 250cc Pro class but ran into trou-
 ble and took a poor finish in the first
 moto. Consequently, Zahrt took
 second place cash behind overall win-
 ner Kelly Pugmire on his Arco-
 powered Honda.

There were two Veteran classes
 forming with just a few contestants
 in each. It was a special night for
 Kent "Fifi" Shepard, who was cele-
 brating his fifth anniversary tonight
 at the Dunes. Shepard is sponsored
 by RG Cycle West, Van Nuys Cycle
 and his wife. Though it was a special
 occasion for Shepard, he didn't take
 the win as Charlie Spellman swept
 both motos of the Veteran Interme-
 diate class aboard his Sportcycle Cen-
 ter Yamaha. Stephen Clark took his
 Honda to second place with Shepard
 third. J. Shuttleworth hooked the
 overall in the Junior race over Dave
 Huffman.

The 125cc Intermediate class was
 quite unpredictable, but "Fall Guy"
 Guy Arnone hooked a pair of seconds
 and won the contest. Rich Truchinski
 was second with a 5-3 tally over Curt
 Farrar's 6-4.

It was a perfect night for Answer
 Products racer Rick Smith who be-
 came the clear winner of the 80cc
 Stock Beginner division two contest.

Results

PEE WEE: 1. Jeff Willoh (Yam); 2. Pablo Lara
 (Suz).
 XR 75: 1. Shawn McGurrian (Hon); 2. Kenny Saf-
 ford (Hon).
 60 NOV: 1. Jesse James (Kaw); 2. Damon Huf-
 fman (Kaw); 3. Patrick Riffley (Yam).
 60 INT: 1. Doug Huston (Kaw); 2. John Shaver
 (Kaw); 3. Joel Tokarsky (Kaw).
 80 STK BEG DIV 1: 1. Mike Crosby (Yam); 2. Gary
 Barken (Kaw); 3. Lance Goodman (Yam).
 80 STK BEG DIV 2: 1. Rick Smith (Suz); 2. Peter
 Serino (Yam); 3. Randy Moody (Kaw).
 80 STK NOV: 1. Robert Hopkins (Kaw); 2. Mike
 Dawson (Kaw); 3. Brock Suter (Yam).
 80 STK INT: 1. Chris Cole (Kaw); 2. Scott Murphy
 (Kaw); 3. Chris Lara (Suz).
 80 STK EX: 1. Jeff Reynolds (Kaw); 2. Joe Hop-
 kins (Kaw); 3. Jeff Barbacovi (Yam).
 80 MOD NOV: 1. Ronnie Rosales (Suz); 2. Paul
 Matthews (Kaw); 3. Jeff Dunlap (Suz).
 80 MOD INT: 1. Scott Murphy (Kaw); 2. Chris Lara
 (Suz).
 80 MOD EX: 1. Jeff Reynolds (Kaw); 2. Jeff Bar-
 bacovi (Yam).
 100 BEG: 1. Mike Lapraik (Yam).

125 BEG DIV 1: 1. Greg Lipp (Hon); 2. Robbie Stinton (Suz); 3. Danny Hoskison (Kaw).
 125 BEG DIV 2: 1. Jeff Hall (Hon); 2. Tony Mayes (Suz); 3. Ron McKiernan (Hon).
 125 NOV DIV 1: 1. Brian Felix (Yam); 2. Dean Morgan (Hon); 3. Mark Parrott (Hon).
 125 NOV DIV 2: 1. Richard Lloyd (Suz); 2. Scott Michals (Suz); 3. Paul Thompson (Hon).
 125 INT: 1. Guy Arnone (Hon); 2. Rich Truchinski (Hon); 3. Curt Farrar.
 125 PRO: 1. Bob Kline (Hon); 2. Andy Ellis (Suz); 3. Jim Sendelbach (Suz).
 250 BEG: 1. Grady Gillette (Yam); 2. Doug O (Kaw); 3. John Kitaka (Suz).
 250 INT: 1. Mike Watson (Yam); 2. Ron Economu (Yam); 3. Dan Fitzgerald (Suz).
 250 PRO: 1. Kelly Pugmire (Hon); 2. Ken Zahrt (Hon); 3. Felipe Horta.
 500 BEG: 1. Tom Fry (Hon); 2. Joe Blair (Hon); 3. Kenny Safford (Hon).
 500 NOV: 1. John Akin (Hon); 2. Mark Heller (Hon); 3. Kevin Kleinsmith (Hon).
 500 INT: 1. Doug Taft (Yam); 2. John Noland (Hon); 3. Robert Hedland (Mai).
 VET JR: 1. J. Shuttleworth (Hon); 2. Dave Huffman (Suz).
 VET INT: 1. Charlie Spellman (Yam); 2. Stephen Clark (Hon); 3. Fifi Shepard (Yam).

Dirt Rider mag's Carpenter top Ascot 500cc Intermediate

By Tom Corley

GARDENA, CA, JUNE 29

The nighttime motocross track of Ascot Park is frequented by members of the motorcycle press for testing purposes. Tonight *Dirt Rider* magazine editors Bob Carpenter and Mark Kariya teamed up to take top finishes in the 500cc Intermediate event. Carpenter rode a Honda to the overall victory with a 2-1 tally. Kariya, on a Yamaha TT600, trailed Carpenter in both motos and tallied up a 4-4 score which earned him third overall. Separating the two editors was Rick Kovacs.

With the first moto of 500cc Intermediate racing it was Bob Carpenter who held the early lead. Behind him charged Greg Blechman, Kovacs and Gary Sowers. The positions started to alter with Kovacs moving from third to first place by the end of the race. Carpenter lost one position and was back in second. Sowers advanced to third just ahead of Kariya, who when all was done had the only consistent score.

Kariya took the holeshot in the final moto but Carpenter passed near the end of lap one. Their 1-2 rally was destroyed when Kovacs flew past Kariya on the straight past the old concession corner. Soon Blechman worked past Kariya, which put him back to fourth place. None of these advancing riders were able to zap Carpenter, who rode flawlessly till the checkered.

Carpenter's 2-1 tally won him the top trophy and the respect of his readers. Kovacs was the second place trophy winner over Kariya and Blechman.

The four-strokes were on the loose in the 500cc Junior class with rider Andre Thalmann taking his thumper to the overall and defeating Roost Factory's Ron Bunn.

Jim O'Day took his PJ-1 Yamaha to the 250cc Junior division two victory but had to work for it.

Results

80 JR DIV 1: 1. Don Burke (Kaw); 2. Scott McDonough (Kaw); 3. Dugan Sanders (Yam).
 80 JR DIV 2: 1. Paul Matthews (Kaw); 2. Jim Mangold (Kaw); 3. Lanny George (Yam).
 80 INT: 1. Shane Trittler (Hon); 2. Lee Beaver (Kaw); 3. Newton Acevedo (Suz).
 125 JR DIV 1: 1. Chris Sestich (Suz); 2. Mark Maxwell (Suz); 3. David Schwarzt (Hon).
 125 JR DIV 2: 1. Tom Luera (Hon); 2. Gene Sanford (Suz); 3. Dan Manohar (Hon).
 125 INT: 1. Pat Rice; 2. Mike Hughes (Suz); 3. Dale Himmelreich (Suz).
 125 PRO: 1. Todd Peterson (Yam); 2. Ron Turner (Cag); 3. Rob Trone (Hon).
 250 JR DIV 1: 1. Bret Johnson (Yam); 2. Dave Bender (KTM); 3. Corey Gash (Yam).

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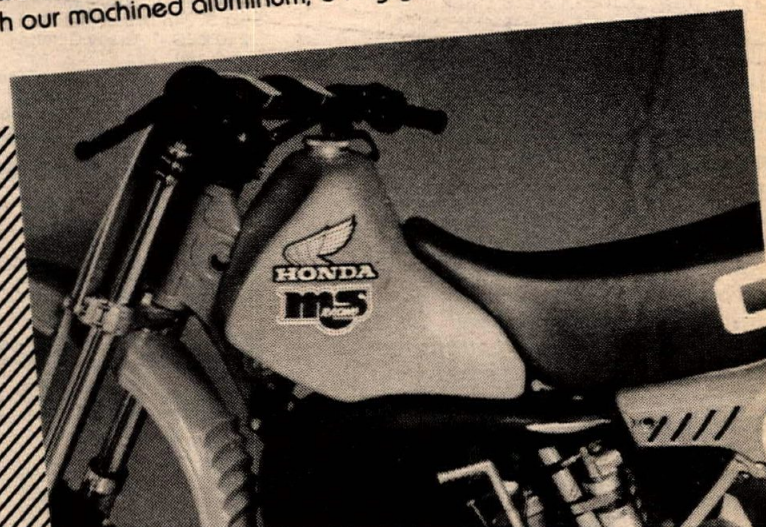
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A Lancer-clad Yamaha rider makes tracks at the AME Dunes night MX.

250 JR DIV 2: 1. Jim O'Day (Yam); 2. Ed Wolleson (Suz); 3. Bob Wolleson (Yam).
250 INT: 1. Skip Cristy (KTM); 2. Felipe Horta (Yam); 3. Shawn Tracy (Hon).
250 PRO: 1. Todd Peterson (Yam); 2. Tim Lunde (Suz); 3. Ron Turner (Cag).
500 JR: 1. Andre Thalmann (Hon); 2. Ron Bunn (Suz); 3. Richard Busconi (Yam).
500 INT: 1. Bob Carpenter (Hon); 2. Rick Kovacs (Hon); 3. Mark Kariya (Yam).
500 PRO: 1. Rick Johnson (Hon); 2. Craig Hofmeister (Hon); 3. Mike McMillen (Hon).
VET JR: 1. Brad Nelson (Hon); 2. Terry Judd (Yam); 3. Jim Oldaker (Hon).
VET MASTER: 1. Chris Jackson (Mai).
OT JR: 1. Paul Burton (Suz); 2. Michael Salisbury (Hon); 3. Bernie Evans (Mai).
OT INT: 1. Ron Way (Hus).
OT MASTER: 1. Bob Millner (Hon).
POWDER PUFF: 1. Lynnette Zuber (Yam); 2. Anne Crawford (KTM); 3. April Salisbury (Hon).

Ryder graduates to 125cc Junior class

By Tom Griffith

VALENCIA, CA, JUNE 26

Working off his knee injury of four weeks ago, Robert Williams the flagman watched fellow 125cc Beginner Jim Ryder go wire to wire in both motos at today's American Motocross Enterprises race on the Shadow Glen track at Indian Dunes Cycle Park.

Ryder aboard his LOP/McNulty Racing RM125 easily out-distanced the field. None of the other top six were able to maintain positions from moto one to moto two. The mid-pack dicing of KX-mounted Duane Loppnow with the Honda of Davin Cornett and the Rosamond Suzuki of Steve Howard brought the spectators to the fences. Howard came back for second in the second moto after an initial DNF and may well be next week's winner if his determination holds. This week the brass went to Ryder, Loppnow, Conaway, Cornett and Rich Banlowe.

Today's Pro go began with yawns but ended with wild-eyed excitement as 125, 250 and 500cc machines competed in one staggered-start race. The 125s went off last and without local favorite Andy Ellis. Then out of trees came Ellis as a streak, blazed down the start grid a full half-lap behind. Puzzlement turned to awe as Ellis proved the class of the 125s as he gathered in all but one competitor in his charge to second behind Jon

Ortner's Yamaha.

Amid the local excitement, Bruce Maynor, aboard his Kal Gard/Kawasaki Central KX125, rode a clean conservative race for third in the first round. As the second moto got underway Ellis' Answer/Moore RM125 was back with Maynor in mid-pack. Ortner again found himself out in front on the Goleta Yamaha machine.

Again, the smooth riding of Maynor bore fruit as he ended the day in first and a three-way points tie with Ellis 2-2 and Ortner 1-3. Tie-breaking went to Maynor followed by Ellis and Ortner.

In other action, Jeff Orth, hailing from Carpinteria, came from behind to win his first Mini Beginner race and move to the Junior class.

Results

PEE WEE: 1. Billy Davidson (Suz).
JR CYCLE: 1. Matt Morgan (Kaw).
MINI BEG: 1. Jeff Orth (Yam); 2. Robert Curcul (Yam).
MINI JR: 1. Brian Peoples (Kaw); 2. Brock Sutter (Yam); 3. Erick Hilton (Yam).
MINI INT: 1. Bryan Nelson.
MINI PRO: 1. Joe Hopkins (Kaw).
125 BEG: 1. Jim Ryder (Suz); 2. Duane Loppnow (Kaw); 3. Adam Conaway (Suz).
125 JR: 1. Mike McCleneghan (Suz); 2. Guy Giffin (Hon); 3. Mike Steinhoff (Hon).
125 INT: 1. Gary Miller (Suz); 2. Eddie Guajardo (Suz); 3. Les Gal (Hon).
125 PRO: 1. Bruce Maynor (Kaw); 2. Andy Ellis (Suz); 3. Jon Ortner (Yam).
250 BEG: 1. Grady Gillette (Yam); 2. Mark Celebron (Kaw).
250 JR: 1. Randy Geniec (Hon); 2. Eric Fleming (Yam); 3. Mike Kennedy (Hon).
250 INT: 1. Mark Maynor (Hon); 2. Doug Russell (Yam); 3. Allen Lucas (Yam).
250 PRO: 1. Ed Arnet (Hon); 2. Dave Welty (Yam).
500 BEG/JR: 1. Randy Reinhard (Mai); 2. William Blumenkrantz (Kaw).
500 INT: 1. Jeff Bouchillon (Hon).
500 PRO: 1. Darren Oliver (Yam); 2. Greg Torgerson (Yam).
VET JR: 1. Gilbert Zavala (Suz).
VET INT: 1. Dave Kribell (Hon).
VET EX: 1. Randy Lewis (Hus).

Meeks, Peterson take OCIR money wins

By Tom Corley

IRVINE, CA, JUNE 23

In Orange County International Raceway motocross, the Amateur classes are huge with the Pro races being small. Tonight both the 125 and 250cc Pro classes were combined because of the small line-up, but it produced a very

interesting race. Tracy Meeks of Team Green took his machine to the 125cc Pro win while Team Swolen racer Todd Peterson downed the 250cc Pro group.

Meeks went uncontested every lap but Peterson had to battle to control first place of his class. In the opening round it was Meeks who led Jim Chamberlin from JC Engineering for the 125cc Pro win. In the first moto Peterson started out in first place, unlike the more challenging final event, and maintained his pace in front of Harley Hall and Ian Fitz-Gibbon.

On the fifth lap Suzuki pilot Scott Sargent passed Fitz-Gibbon to clinch third place. Also on that fifth lap, there was less tension on Meeks as his only competitor dropped way back.

In the final moto of Pro action, Meeks led the 125cc class with Chamberlin on his tail for only two laps. Harley Hall took his Honda 250 and placed himself right in between Meeks and Chamberlin. Soon Chamberlin dropped back again and Meeks was home free.

Behind Hall was Taylor Marcell, who is now a real threat in the 250cc class. Marcell led Peterson for one lap but then took a nasty spill while hauling over the stutterbumps. Peterson took advantage and took second place. Behind Peterson were Sargent and David Hopwood. Hall was in control of the 250cc lead for all but the final lap, when Peterson snuck by.

Then the real fun began as both Meeks and Peterson were up front as the leaders of their classes. They recognized each other as neutral contestants and decided to style together over the tabletop and various other jumps.

Only one cash prize was awarded in the 125cc Pro class and, naturally, it belonged to Meeks. Peterson bagged the 250cc Pro cash over Harley Hall and Scott Sargent.

Results

60 BEG: 1. Lenny Jones (Hon); 2. Tyler Cooper (Kaw).
60 NOV: 1. Bob David (Kaw).
80 BEG DIV 1: 1. Steve Jarrett (Yam); 2. Brandon Sperling (Kaw); 3. Kevin Esnault (Yam).
80 BEG DIV 2: 1. Steve Evinger (Kaw); 2. Scott McDonough (Kaw); 3. Willie Scott (Kaw).
80 BEG DIV 3: 1. Craig Davis (Suz); 2. Mitch Eber (Kaw); 3. Mike Holloway (Suz).
80 NOV: 1. Robby Gordan (Yam); 2. Don Burke (Kaw); 3. Chris Bainsey (Kaw).
80 INT: 1. Thayne Zito (Kaw); 2. Bundy Norton (Suz); 3. Gary Benedict (Yam).
80 EX: 1. Craig Canoy (Kaw); 2. Thomas Combs (Kaw).
125 BEG DIV 1: 1. John DiMaggio (Hon); 2. Steve Flanders (Suz); 3. John Hammonds (Suz).
125 BEG DIV 2: 1. Perrin Perez (Suz); 2. Eric Perea (Suz); 3. Ron McKeirnan (Hon).
125 NOV: 1. Chad Smart (Suz); 2. Dan Crouch (Yam); 3. Brian Logan (Suz).
125 INT: 1. Bill Clemson (Yam); 2. Dale Himmelreich (Suz); 3. Kevin Travis (Yam).
125 PRO: 1. Tracy Meeks (Kaw); 2. Jim Chamberlain (Hon).
250 BEG: 1. John Stavros (Yam); 2. Fred Ludwig (Yam); 3. John Elson (Kaw).
250 NOV: 1. Brady Helm (Suz); 2. Corey Gash (Yam); 3. Willy Musgrave (Yam).
250 INT: 1. Jim Cobham (Hon); 2. Chuck Swanson (Hon); 3. John Berg (Suz).
250 PRO: 1. Todd Peterson (Yam); 2. Harley Hall (Hon); 3. Scott Sargent (Suz).
OPEN BEG: 1. Sean Mitchell (Kaw); 2. Bill Mahoney (Hon); 3. John Perry (Hus).
OPEN NOV: 1. Ed Walters (Yam); 2. Mike Holland (Hon); 3. Ralph Mendenhall (Hus).
OPEN INT: 1. Mark Gieckl (Hon); 2. Greg Thornton (Mai); 3. Jim Berry (Hon).
OPEN PRO: 1. Scott Cavness (Suz); 2. Dan Berg (Hon); 3. Randy Skinner (Hon).
VET: 1. Richard Long (Yam); 2. Dwain Jarrett (Mai); 3. MX Mom Gale (Hon).

Denis, Bowman, Johnson take SMX wins

By Lee Kober

ORANGE, CA, JUNE 18

Kawasaki rider Paul Denis

dominated the 125cc Pro class today at Saddleback Motocross while Suzuki pilot Gary Bowman and Yamaha rider Scott Johnson did the same thing in the 250cc and Open Pro classes. All three riders took 1-1 moto finishes.

In the first 125cc Pro moto, Suzuki rider Doug O'Donnell had a big lead on the first lap with Rudy Dickinson, on a Suzuki, in second and Paul Denis right on Dickinson's back fender. After a few laps, Dickinson and Denis moved in on O'Donnell and put on the pressure. O'Donnell went over the bars and dropped back to fifth. Dickinson was holding off Denis until he tried to pass a rider on the outside of a wide turn. Denis took the inside and the lead.

Denis took the win with second going to Dickinson. Suzuki rider Mike Kell took third.

Denis took the holeshot in the second moto and never looked back. O'Donnell went 5-2 for second overall with third going to Kawasaki rider Chappy Blose with a 4-3.

In the first 250cc Pro race, Yamaha rider Vince McMahon took the early lead with Gary Bowman in second and Mike Beier in third. McMahon held the lead until the halfway point, then Bowman put his Suzuki in the lead for good. Bowman took the win with McMahon second and Mike Beier third.

In the second moto, Bowman took the holeshot and was never challenged as he rode flawlessly to the flag for the overall. Mike Beier put his Yamaha in second for the moto and second overall. Third overall went to Maico rider Val Tamietti.

Yamaha rider Greg Torgerson holeshot both Open class motos, but could not stay in front of Johnson, who won both motos after brief battles with Torgerson. Torgerson took second overall with Maico rider Randy Rodriguez taking third overall.

Results

125 PRO: 1. Paul Denis (Kaw); 2. Doug O'Donnell (Suz); 3. Chappy Blose (Kaw).
250 PRO: 1. Gary Bowman (Suz); 2. Mike Beier (Yam); 3. Val Tamietti (Mai).
OPEN PRO: 1. Scott Johnson (Yam); 2. Greg Torgerson (Yam); 3. Randy Rodriguez (Mai).
125 INT: 1. Larry Brooks (Hon); 2. Rich Fleming (Yam); 3. Rich James (Suz).
250 INT: 1. Steve Weidler (Hon); 2. Colin Ryan (Yam); 3. Bill Scott (Hon).
OPEN INT: 1. Scot Wiseman (Yam); 2. Greg Thornton (Mai); 3. Art Gensjes (Hon).
125 NOV: 1. Joey Mendoza (Kaw); 2. Alex Paglia (Yam); 3. Greg Wolfe (Hon).
250 NOV: 1. Greg Groom (Suz); 2. Jon Nichols (Yam); 3. Brad Helm (Suz).
OPEN NOV: 1. Grant Palenski (Mai); 2. Dave Fox (Hon); 3. Larry White (Yam).
125 BEG: 1. Dave Jennings (Yam); 2. Steve Wu (Suz); 3. Chris Bolce (Suz).
MINI BEG: 1. Ulf Johnson (Kaw).
MINI NOV: 1. Damon Watkins (Kaw).
WOMEN: 1. Karen Leitinger (Suz); 2. Bonnie Warch (Yam); 3. Charleen Ho (Yam).
VET EX: 1. Randy Rodriguez (Mai); 2. Alan Olson (Yam); 3. Tom White (Yam).

Schulenberg top CMMC 125cc rider

By Rod Eschenburg

SAN DIEGO, CA, JUNE 19

Suzuki-mounted Rich Schulenberg had a career-high day at Barona Oaks today as he parlayed three wins and a second to wins in both the Stock and Modified 125cc Intermediates over a very large field of riders. Only in the first moto of the Stocks was Schulenberg bested; hard riding Dan Southworth took the first go-round but could do nothing in the second moto and ended up with third overall.

Yamaha-mounted Anthony DeBenedetti wound up second to Schu-

lenberg in both divisions with an assortment of seconds, thirds, etc. In the Novice 125s Danny Crouch (Yam) scored a career first victory in the Modifieds and North County Yamaha rider Lance Rieman took the Stocks, a victory which earned him a transfer into the Intermediate class.

For the first time since Barona Oaks instituted their new 125cc Pro class, sufficient riders showed up to have a class. JT Racing Honda rider Bobby Urhel bested Mitch Palmer in the Modifieds. Barona's Pro class is open to any 125cc rider up to the age of 21, as are all the regular Expert, Intermediate and Novice 125 classes.

The big Minicycle classes were the Stock and Modified Novices 12-16 years of age. Both were wild affairs with Mike Ancell (Kaw) taking the Stocks with a 4-1 effort over Don Burke's (Kaw) 3-3 and Greg Rosa's (Kaw) 2-4.

The Modifieds saw Rosa come back for a 2-1 winning effort as Don Burke was once again second off a 1-3. Second generation rider Darren Sanford (Kaw) had a 3-6 finish for third in his first race out of the Beginners.

In the 9-11 Novices, Jamie Conney continued her march toward the 1983 9-11 championship as she went two for two over Clint Reed (Yam) in the Stocks.

Results

MINICYCLE CLASSES

STK EX: 1. John Flores (Kaw); 2. Mike Allen (Suz).
MOD EX: 1. John Flores (Kaw); 2. Mike Allen (Suz).

STK INT: 1. Steve Furuya (Kaw); 2. Dax Billings (Yam); 3. Thayne Zito (Kaw).

MOD INT: 1. Thayne Zito (Kaw); 2. Steve Furuya (Kaw); 3. Danny Hembree (Suz).

STK NOV (12-16): 1. Mike Ancell (Kaw); 2. Don Burke (Kaw); 3. Greg Rosa (Kaw).

MOD NOV (12-16): 1. Greg Rosa (Kaw); 2. Don Burk (Kaw); 3. David Duff (Kaw).

STK NOV (COMB 0-8, 9-11): 1. Jamie Conney (Kaw); 2. Clint Reed (Yam); 3. Dennis Dahlin (Kaw).

MOD NOV (9-11): 1. Kevin Geyer (Kaw); 2. Jamie Conney (Kaw); 3. Clint Reed (Yam).

BEG (9-11): 1. Jeff Wollesen (Yam); 2. Kevin Martin (Yam); 3. Geoffrey Goldstein (Yam).

125cc MOTORCYCLE CLASSES

STK PRO: 1. Bobby Urhel (Hon); 2. Billy Evans (Hon); 3. Mitch Palmer (Hon).

MOD PRO: 1. Bobby Urhel (Hon); 2. Mitch Palmer (Hon).

STK EX: 1. Kevin Travis (Yam).

MOD EX: 1. Kevin Travis (Yam).

STK INT: 1. Rich Schulenberg (Suz); 2. Anthony DeBenedetti (Yam); 3. Dan Southworth (Kaw).

MOD INT: 1. Rich Schulenberg (Suz); 2. Anthony DeBenedetti (Yam); 3. Ron Yonekura (Suz).

STK NOV: 1. Lance Rieman (Yam); 2. Manuel Martinez (Hon); 3. David Matusiak.

MOD NOV: 1. Danny Crouch (Yam); 2. David Matusiak; 3. Lance Rieman (Yam).

125 BEG: 1. Rodney Howe (Hon); 2. Scott Fox (Hon); 3. Al McFall (Yam).

JUNIOR CYCLE CLASSES

STOCK (9-11): 1. Sean Thornton (Kaw); 2. Kory Byers (Kaw); 3. Justin Rich (Yam).

STK/MOD INT: 1. Tommy Clowers (Yam).

MOD (9-11): 1. Sean Thornton (Kaw); 2. Kory Byers (Kaw); 3. Justin Rich (Yam).

STOCK (0-8): 1. Dennis Dahlin (Kaw); 2. Jimmie Johnson (Yam); 3. Eric Hawes (Yam).

MOD (0-8): 1. Dennis Dahlin (Kaw); 2. Jimmie Johnson (Yam); 3. Judd Scanlon (Yam).

STK PEE WEE: 1. Marco Thomson (Yam); 2. Eric Hawes (Yam); 3. David Ochoa (Yam).

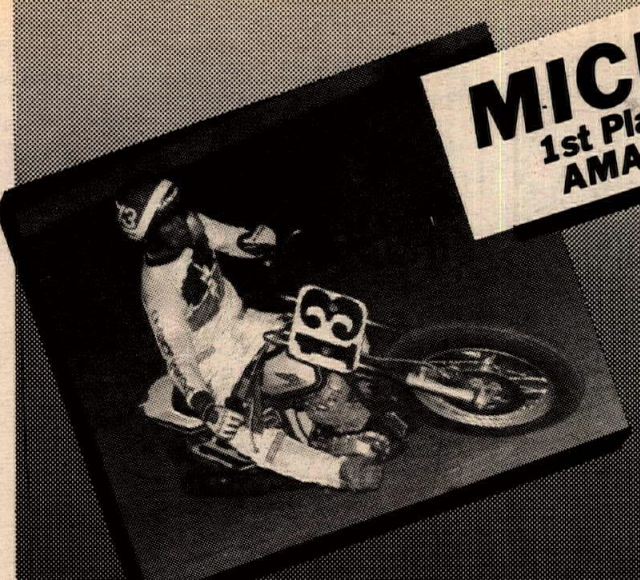
MOD PEE WEE: 1. Dennis Dahlin (Yam); 2. Eric Hawes (Yam); 3. Jimmie Johnson (Yam).

Kotajarvi, Button split NMA Junior Cycle wins

By Tom Corley

RAMONA, CA, JULY 2-3

National Motorsports Association racers enjoyed two hot days of racing at Barona Oaks in the final qualifying event for Ponca City. Marring the weekend of racing was an accident that took place in the second moto of 80cc Stock Expert racing. Bobby Moore flew off his Yamaha at high speed and was unavoidably trampled on by Bryan Bruner. The race was delayed as an ambulance run was necessary, but, fortunately, Bobby just needed to be checked out as he suffered no



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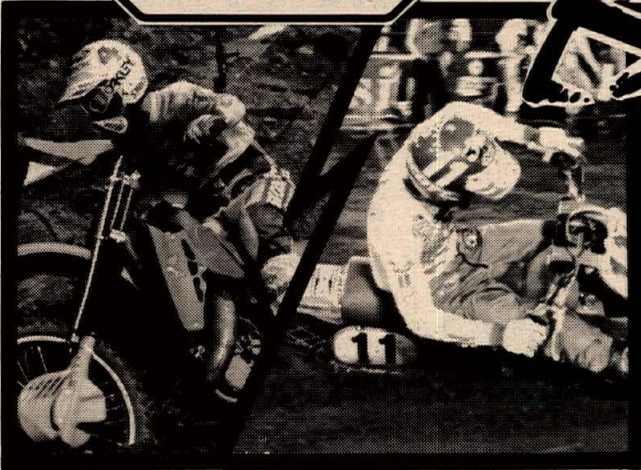
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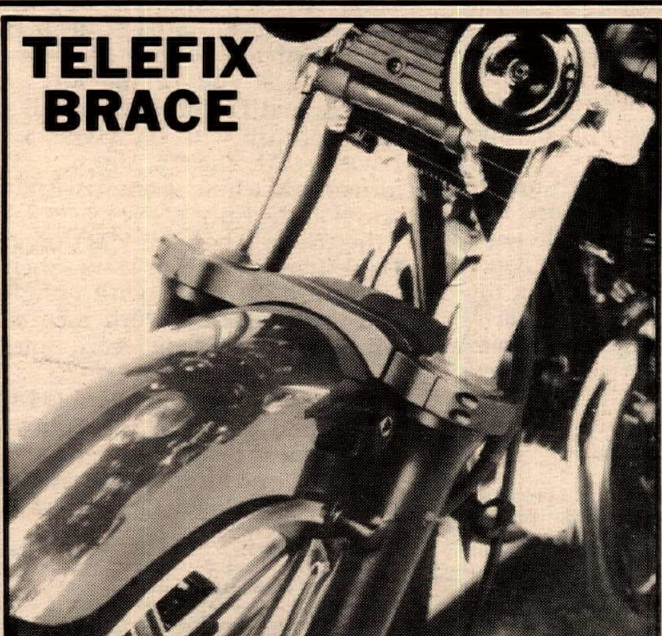


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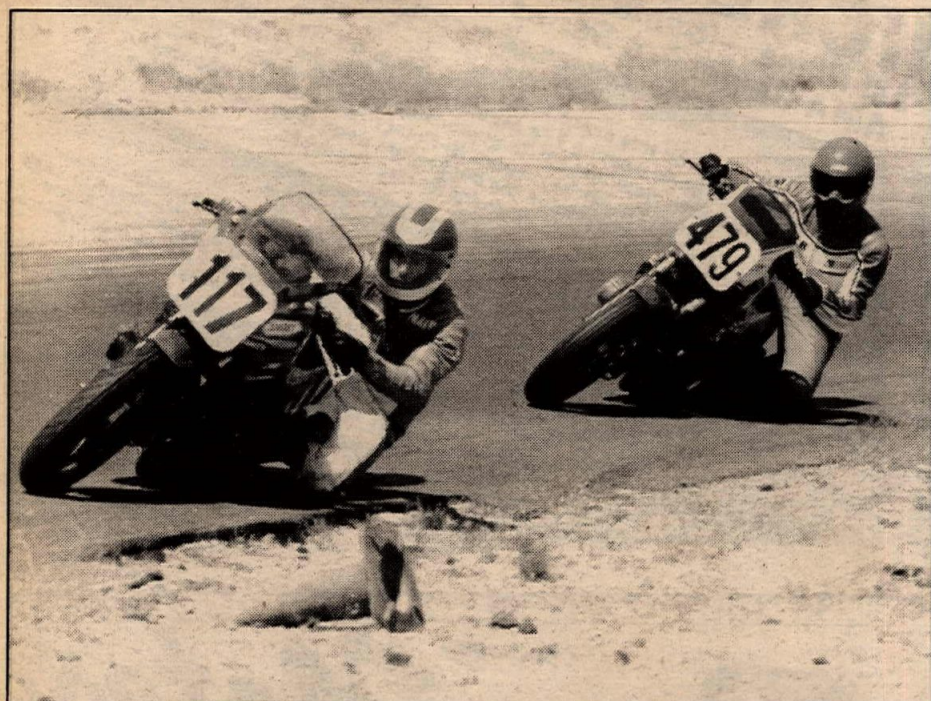
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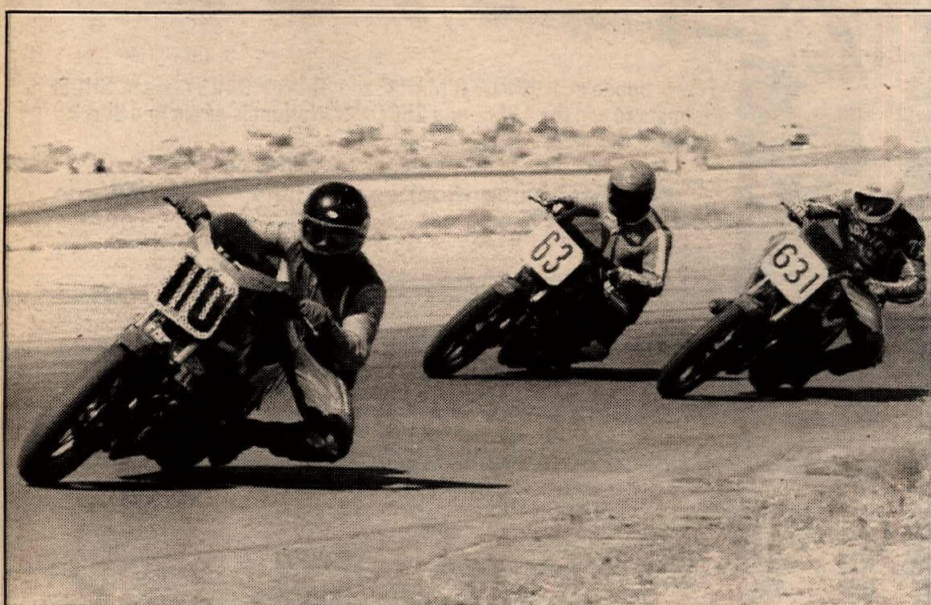
GRIPS

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Western hotline



(Above) Mark Shelton (117) and Bob Reinen get low in Open Box Stock at ARRA Willow. (Below) Jim Poet (110), Jim Vreeke (63) and Earl Roloff.



broken bones.

On the positive side, 80cc Novice rider Richard Bates wore the biggest smile as he was the fortunate winner of a 1984 Yamaha 80 via a drawing between the series entrants.

Two riders fought it out both days for the Junior Cycle titles. Jimmy Button edged out Steven Kotajarvi for the Stock class win. Button came through with the first moto win in the Modified class, but it was Steven Kotajarvi who held the lead position in the final event and consequently won the contest overall.

It was Tommy "too small" Clowers with the lead in the opening round of 60cc Stock racing. Clowers took his C & V Competition Yamaha out ahead of Kotajarvi and Button. Shawn Bates and King Richard Saxton were fourth and fifth. Kotajarvi took the holeshot in the final moto but lost it when he lost traction on a sandy berm.

Several members of the pack got by, but Kotajarvi started moving up again. Later on it was Jimmy Button who held the lead as he passed Kotajarvi on a downhill. When the checkered flag came out it was Button, Kotajarvi and Clowers. Saxton traded places with Bates, and this time he landed fourth and Bates was fifth. There were 10 finishers with the three trophy winners being Button, Kotajarvi and Clowers. Saxton managed fourth ahead of Bates.

The same contestants entered the 60cc Modified event with the front runners being the same also. The 2-1 tally belonging to Kotajarvi took the

top trophy ahead of Button 1-2 and Clowers' 3-3.

The Kawasaki of Colin Karcher took the 80cc Modified Novice win over Todd Hayes and Aaron Lewis.

The most successful rider was Bader Manneh, who won all motos in the 80cc Stock and Modified Expert classes, plus the 105cc race. The last rider to do that in an NMA Western regional event was the late Bruce Bunch, who tripled at Saddleback in the final qualifier for last year's Ponca.

Results

PEE WEE STK: 1. Marco Thompson (Yam); 2. Michael Gilbert (Yam); 3. Carl Brown (Ita).
 PEE WEE MOD: 1. Dennis Dahlin (Yam); 2. Justin Rich (Yam); 3. Michael Gilbert (Yam).
 60 STK: 1. Jimmy Button (Hon); 2. Steven Kotajarvi (Kaw); 3. Tommy Clowers (Yam).
 60 STK: 1. Sean Thornton; 2. Jimmie Johnson (Yam); 3. Justin Rich (Kaw).
 60 MOD: 1. Steven Kotajarvi (Kaw); 2. Jimmy Button (Hon); 3. Tommy Clowers (Yam).
 60 MOD: 1. Sean Thornton; 2. Justin Rich (Kaw); 3. Dennis Dahlin (Kaw).
 80 STK 9-11: 1. Mike Pascarella (Suz); 2. Jimmy Button (Hon); 3. Tommy Clowers (Yam).
 80 MOD 9-11: 1. Mike Pascarella (Suz); 2. Tommy Clowers (Yam); 3. Sean Blanchard (Kaw).
 80 STK NOV 12x: 1. Colin Karcher (Kaw); 2. Robby Gordon (Yam); 3. David Slack (Kaw).
 80 MOD NOV 12x: 1. Colin Karcher (Kaw); 2. Jimmy Lewis (Kaw); 3. David Slack (Kaw).
 80 STK INT 12x: 1. Chris Burgess (Kaw); 2. Lance Smith (Suz); 3. Craig Nielsen (Kaw).
 80 MOD INT 12x: 1. Charlie Sampson (Kaw); 2. Chris Burgess (Kaw); 3. Lance Barnett (Kaw).
 80 STK EX: 1. Bader Manneh (Kaw); 2. Willie Surratt (Kaw); 3. Mouse McCoy (Kaw).
 80 MOD EX 12x: 1. Bader Manneh (Kaw); 2. Bob Moore (Yam); 3. Scott Brown (Suz).
 105: 1. Bader Manneh (Kaw); 2. Bob Moore (Yam); 3. Bryan Bruner (Kaw).
 125 STK NOV: 1. Lance Riemann (Yam); 2. Derek Nye (Hon); 3. John Fitterer (Kaw).
 125 MOD NOV: 1. Greg Flanagan (Kaw); 2. Keegan McGrath (Suz); 3. Randy Gatica (Suz).
 125 STK INT: 1. Steve Stewart (Kaw); 2. Curt Kadam (Yam); 3. John Conney (Kaw).
 125 MOD INT: 1. Curt Kadam (Yam); 2. Rich Schulerberg (Suz); 3. Jason Neuman (Yam).
 125 STK PRO: 1. Paul Denis (Kaw); 2. Mike Fisher

(Yam); 3. Sam Storer (Kaw).
 125 MOD PRO: 1. Mike Fisher (Yam); 2. Paul Denis (Kaw); 3. Brian Manley (Yam).
 250: 1. Brian Manley (Yam); 2. Brand Johnson (Cag); 3. Ron Economu (Yam).

Vreeke, Poet take ARRA point leads

By Lori Tyson

WILLOW SPRINGS, CA, JULY 3

The 600cc Box Stock and Production classes were hotly contested at the American Road Racing Association's Willow Springs meet, with the points leads separated by only one point in each class.

In 600cc Box Stock, Ontario Moto Tech's Jim Vreeke and Jim Poet dived for the lead, with Vreeke taking the win and the points lead. Poet stated later that his exhaust was falling off and he was losing power towards the end of the race. The fight for third was between Aaron Post, on a bike that he just broke in the day before, and Barry Smallwood. Post came out ahead after using traffic to his advantage.

Earl Roloff and Poet went to war in 600cc Production, and after a close race, Poet was the victor. Roloff took second to drop to number two in the points behind Poet.

In the Formula 1 race, Chris Steward sailed to an easy win, unaware of the tight action behind him where Cycle Tune/Vance and Hines-sponsored Dave Zirkle and Cycle Service/Hondaline/Velasco Pipes pilot Len Gambo went at it for second. Zirkle took it in a photo finish. In their next confrontation Gambo was the victor, with Zirkle blowing his clutch on the start.

R-Cal Racing's Steve Biganski, Carry Andrew and Jeff Tuttobene fought for the Formula 2 title. Biganski had stretched out a comfortable lead by the end of the race, but Andrew and Tuttobene were still at it till the finish with the Hypercycle/Lockhart/Mitchell Equipment/Performance Machine-sponsored Andrew ahead at the line.

In the big bore Production race Dave Langford and Mark Shelton continued their feud with Langford taking this round. Both men were riding at very close to record times as they fought for the win.

Behind them Bob Reinen and Bruce McFarland put on a great show as they decided third place. McFarland took this one although Reinen had beaten him earlier in Open Box Stock.

Results

FORMULA 1: 1. Chris Steward (Yam); 2. Dave Zirkle (Suz); 3. Len Gambo (Hon).
 FORMULA 2: 1. Steve Biganski (Yam); 2. Carry Andrew (Kaw); 3. Jeff Tuttobene (Kaw).
 450 BOX STK: 1. Richard Davis (Yam); 2. Brent Ross (Suz); 3. Jeff Braucht (Yam).
 125 GP: 1. Dwayne Lane (Hon); 2. Bob Cobb (Yam); 3. Steve Dyer (Hon).
 CLASSIC: 1. Fred Eiker (Nor); 2. Eric Dodd (Nor); 3. Bill Burdett (Nor).
 VINTAGE: 1. Jon McKibben (BSA); 2. Dusty Behrmann (Hon); 3. David Fiorelli (BSA).
 750 SUPER ST: 1. Jeff Tuttobene (Kaw); 2. Carry Andrew (Kaw); 3. Mark Shelton (Kaw).
 OPEN SUPER ST: 1. Len Gambo (Hon); 2. Bruce McFarland (Suz); 3. Jeff Braucht (Suz).
 450 SUPER ST: 1. Clint Whitehouse (Yam); 2. John Harvey (Yam); 3. Steve Dilallo (Yam).
 600 BOX STK: 1. Jim Vreeke (Kaw); 2. Jim Poet (Kaw); 3. Aaron Post (Kaw).
 FORMULA 3: 1. Chris Steward (Yam); 2. Steve Biganski (Yam); 3. Dave Behrendt (Yam).
 750 BOX STK: 1. Earl Roloff (Kaw); 2. Scott Harmala (Hon); 3. Ken Kopecky (Kaw).
 OPEN BOX STK: 1. Dave Langford (Kaw); 2. Mark Shelton (Kaw); 3. Bob Reinen (Hon).
 450 PROD: 1. Clint Whitehouse (Yam); 2. Mark Capell (Yam); 3. Steve Dilallo (Yam).
 600 PROD: 1. Jim Poet (Kaw); 2. Earl Roloff (Kaw); 3. Jim Vreeke (Kaw); 4. Doug Toland (Kaw).
 FORMULA 4: 1. Dwayne Lane (Hon); 2. Steve Dyer (Hon); 3. Stan Kinsey.
 750 PROD: 1. Jeff Tuttobene (Kaw); 2. Scott Harmala (Hon); 3. Ken Kopecky (Kaw).
 OPEN PROD: 1. Dave Langford (Kaw); 2. Mark Shelton (Kaw); 3. Bruce McFarland (Suz).

600 SUPER ST: 1. Jim Poet (Kaw); 2. Dave Langford (Yam); 3. Doug Toland (Kaw).

McMahon McMangles CRC's 250cc Pros

By John Bethea

ORANGE, CA, JUNE 26

The California Racing Club held its regular fourth-Sunday-of-the-month motocross at Saddleback Park and a fair turnout of 150 riders took them up on their offer of a casual day at the races.

Surprisingly, the largest class of the day was a Pro class, the 250s. With the USGP at Carlsbad some 90 minutes down the road, the Amateur riders decided to go see how the big boys do it, while the Pros decided they'd rather race. Leading the 17-rider field across the finish line in both rounds was Vince McMahon (Yam). This has been McMahon's best season ever; he has been winning or at least in the hunt at just about every race track he attends. Don't be surprised to see him on the national trail next year.

Robbie Brown scored second place cash in the 250s aboard a Honda. He was runner-up to McMahon in round one, then fell to a third in the next moto behind a tenacious Val Tamiotti. Riding a Maico as usual (has Val ever ridden another brand? — we doubt it), he scored a second place in the final moto to plop him in third place in the money.

That second place was the highest finish for Val in a long, long time. Now that he's been settled down for the past few years with a family, Val appears to be really having a lot of fun racing without the pressure of national competition.

Riding for the Cycle Works, Dave Fernandez (Yam) recorded his first-ever Pro win, using two second place finishes to cop the Open Pro class over Scott Cavness (Suz) and Randy Skinner (Hon) with a 4-1 and a 1-4 respectively, making a very tight race overall.

Doug O'Donnell (Suz) gave the Cycle Works another overall when he demolished the 125cc Pros with back-to-back runaway wins. Roger Hensley (Yam) was second.

The largest sportsman class was the 125cc Novices with 16 combatants. Craig White, wearing the Banzai Brothers' banner, crossed the finish line in both motos first.

Results

125 PRO: 1. Doug O'Donnell (Suz); 2. Roger Hensley (Yam); 3. Mike Kell (Suz).
 250 PRO: 1. Vince McMahon (Yam); 2. Robbie Brown (Hon); 3. Val Tamiotti (Mai).
 500 PRO: 1. Dave Fernandez (Yam); 2. Scott Cavness (Suz); 3. Randy Skinner (Hon).
 125 INT: 1. Richard Fleming (Yam); 2. Kenny Clifton (Suz); 3. Rich Truchinski (Hon).
 250 INT: 1. Don Goettling (Suz); 2. Tony Spear (Suz); 3. Keith Dysert (Hon).
 500 INT: 1. Ruben Falcon (Hon).
 125 NOV: 1. Craig White (Suz); 2. John Gersjes (Kaw); 3. Dan Crouch (Yam).
 250 NOV: 1. Henry Corry (Suz); 2. Kris Wilcox (Hon); 3. Chris Harris (Yam).
 500 NOV: 1. Edward Walters (Yam); 2. Dan Stilwell (Hon); 3. Wade White (Suz).
 125 BEG: 1. Gary Carivan (Suz); 2. Jon James (Suz); 3. B.J. Millsbaugh (Hon).
 250 BEG: 1. Doug Schweizer (Yam); 2. Lloyd Feldbauer (Suz); 3. Frmmod Agius (KTM).
 VET SR: 1. Jim Beltinck (Mai); 2. Bob Crosta (KTM).
 VET INT: 1. Charlie Sellman (Yam).
 VET JR: 1. Edward Belkulle (Kaw); 2. Kent Johnson (Mai); 3. Howard Davis (Suz).
 MINI STK INT: 1. Scott Murphy (Kaw); 2. Sean DelVenne (Kaw); 3. David Foltz (Kaw).
 MINI STK NOV: 1. Murray Shakelford (Kaw); 2. Alvin Matthews (Kaw); 3. Frank Smith (Yam).
 MINI STK BEG: 1. Kevin O'Neill (Kaw); 2. Randy Danylo (Yam); 3. Dana Wiggins (Hon).
 MINI MOD EX: 1. Thomas Combs (Kaw).
 MINI MOD INT: 1. Sean DelVenne (Kaw); 2. Scott Murphy (Kaw); 3. Gary Benedict (Yam).
 MINI MOD NOV: 1. Steve Wamboldt (Kaw); 2. Paul Matthews (Kaw); 3. Marshall Rutter (Kaw).
 60 INT: 1. Wesley Klein (Kaw).
 60 NOV: 1. Derek Nagmire.

NORTHERN DATELINE

Larson strikes twice at Clark's Branch Gold Cup

By Brian Barnes

ROSEBURG, OR, JUNE 26

The 1983 Yamaha Perpetual Gold Cup moved to Roseburg this weekend with Mike Larson proving he is definately on the rise in Professional motocross. The Bremerton,

Washington native, who rides for American Honda and Hi-Point Racing, came to race seven of the Gold Cup with a hugh points lead in the Open class and running a strong second in 250cc.

By the end of the afternoon, Larson had clinched the Open class Gold Cup title and moved into a tie for the 250cc class points lead with Honda Support teammate Bob Buffaloe after winning the 250cc class. With two races remaining in this year's Gold Cup Series, Larson has a better-than-fighting chance to win both classes.

At the start of the first 250cc moto, Yamaha Support's Jim Anderson and Rick Burgett, along with Buffaloe from Highland Honda, jammed around the first corner in the lead, but

two corners later Burgett moved into first after Anderson laid it down. Burgett kept it pegged while Buffaloe and local favorite Larry Hooper started a battle that lasted for the entire race. The Buffaloe/Hooper duel came to a spectacular end as Hooper crashed in a last-ditch pass attempt on Buffaloe as they crossed the finish line. Larson held a steady fourth. Cory Klaudt kept out front of two fast-closing riders, Kawasaki ace Tim Michlitsch and Anderson, to score fifth.

The second race found Larson up front from start to finish while Michlitsch, Anderson and Kummer's Yamaha rider Leon MacDonald battled and then spread out some to finish second, third and fourth. Buffaloe, Gary Kuest and Kyle Fast were



Mike Larson was the big winner at the Clark's Branch Gold Cup and now has a chance at taking both the 250 and Open class series victories.

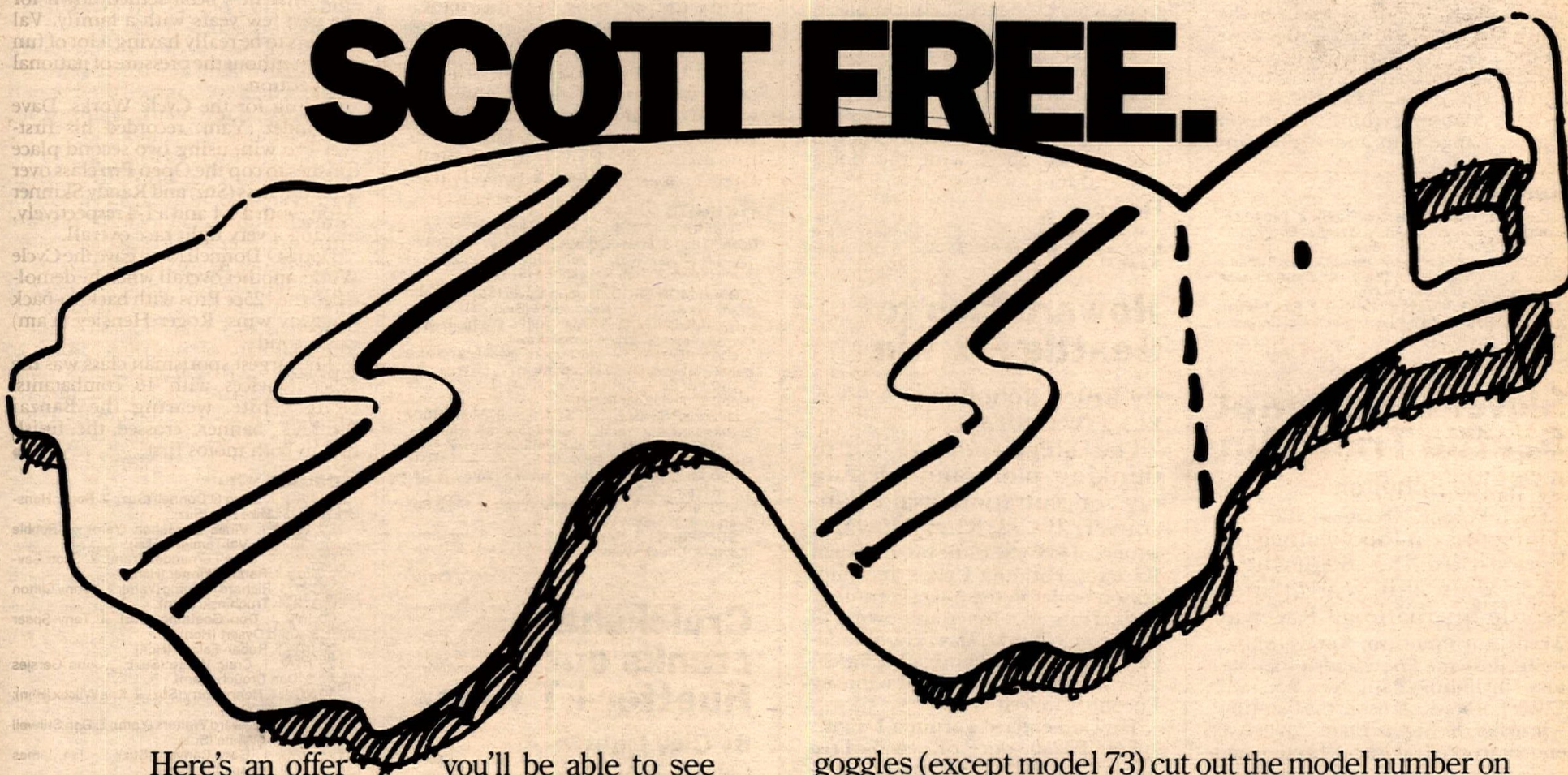
fifth through seventh.

Larson has adapted very well to the Open class and was definately the dominant factor. He led every lap of both Open class motos to take a two-moto sweep. MacDonald impressed the southern Oregon folks with a second in the first race and ran behind Larson during the second moto until a problem with the carb forced him to finish back in eighth. Burgett took

the second overall position via a 4-2 score while Buffaloe, John Christian and MacDonald rounded out the top five.

Beaverton Kawasaki's Gray Hart surprised the first moto of 125cc class with a beautiful holeshot, Kuest, Doug Lange and Anderson were close behind. A Hart mistake handed Anderson the lead on lap three and from that moment on there was no catch-

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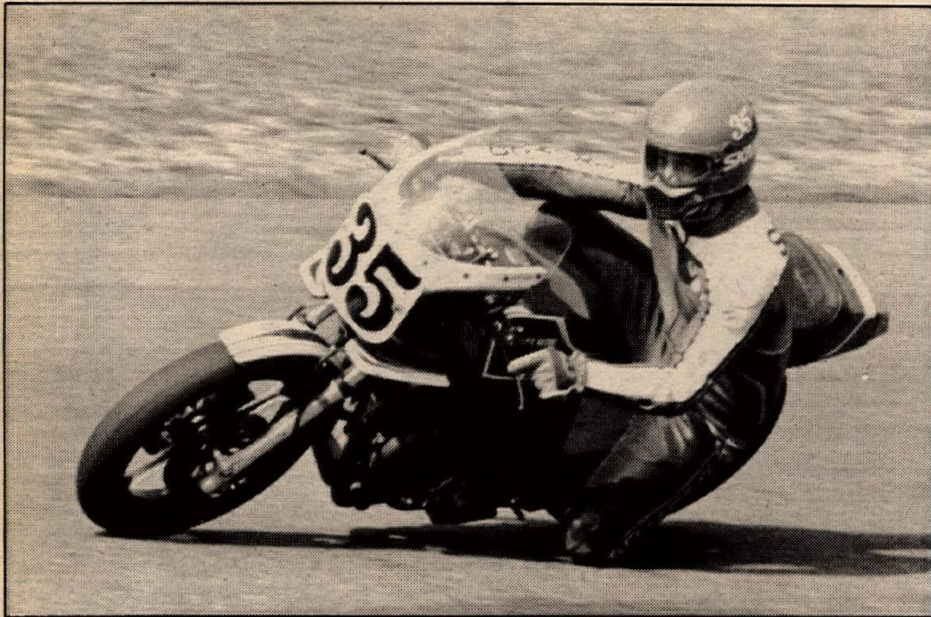
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NORTHERN DATELINE



Randy Skiver impressed the car racers at the Seattle Trans-Am. (File photo.)

ing him. Michlitsch took second after a great race with Cory Klaudt while Miller Products Brian Ellingson rode a great race for the fourth spot. Kuest, Rob Watilo, Robb Manning and Stacey Thornton finished fifth through eighth after an excellent race-long battle.

Michlitsch was up front as the second moto rounded turn one ahead of Doug Lange, Anderson, Manning and Bellvue Suzuki's Thornton, while Kuest, Klaudt and Marvin Waldo diced for the next three spots. It was clear after lap two that Michlitsch and Anderson would once again provide the thrills in the first and second spots. Manning passed Lange on lap five but by then the two leaders had stretched out a very large lead. On the ninth lap Anderson put a nice pass on the Team Green rider to take over the lead and roosted to his second win of the afternoon. Michlitsch was second, Manning third, Thornton fourth, Lange fifth and Waldo finished sixth.

Results

125 PRO: 1. Jim Anderson (Yam); 2. Tim Michlitsch (Kaw); 3. Robb Manning (Yam); 4. Cory Klaudt (Hon); 5. Stacey Thornton (Suz).

250 PRO: 1. Mike Larson (Hon); 2. Bob Buffalo (Hon); 3. Tim Michlitsch (Kaw); 4. Jim Anderson (Yam); 5. Leon MacDonald (Yam).

OPEN PRO: 1. Mike Larson (Hon); 2. Rick Burgett (Yam); 3. Bob Buffalo (Hon); 4. John Christian (Hon); 5. Leon MacDonald (Yam).

Skiver wows 'em at Seattle Trans-Am

By Bruce Scholten

KENT, WA, JUNE 25

The sports car folks wanted the crowd-pleasing Superbikes back again this year at their Seattle International Raceway Trans-Am event, so Randy Skiver obliged them. Thousands of spectators, including Paul Newman and Elliot Forbes-Robinson, the two-time winner of the SCCA Trans-Am weekend marvelled at the wheelies and knee dragging in the 15-lap exhibition race.

"It was mellow. Nobody got hurt; just a good race," commented promoter Claude Hammond about his show, featuring Randy Skiver's fastest lap times to date on his Bellevue Suzuki/Norris/Bassani GS 750 ES.

"I think I can get it to go a little faster before Laguna Seca," said Skiver, "especially if I get the rear wheel to quit chattering. It gets worse during the race, and must be due to shock fade."

John Doyle's 1140cc Suzuki beat

the 12 other bikes off the line and was first diving downhill out of turn two. The cars had left no obvious oil on the track, but it was very slippery. The cars' gummy slicks left so much rubber residue that Doyle and Skiver used putty knives to clean their tires after practice.

As Doyle gingerly braked before the esses, teammate Skiver went in a little deeper on his lighter 750, taking the lead. Thirty-three miles later, Skiver took the win six or seven seconds ahead of Doyle.

John Brady was doing just great until the 12th lap. He had moved his Suzuki ahead of Sean Phillips, and on the 12th lap he challenged Jeff Morrow for third. Then boom, Brady's front wheel snagged a chuckhole in the middle of turn three, leaving him down and out, with bent forks and road rash.

Marushin Helmets/Tacoma Kawasaki's Joel Ittner was the first non-Suzuki to take a check home. The top five divided \$600, with the lion's share going to winner Skiver.

Results

1. Randy Skiver (Suz); 2. John Doyle (Suz); 3. Jeff Morrow (Suz); 4. Sean Phillips (Suz); 5. Joel Ittner (Kaw).

Howard flies to Seattle F-1 win

By Bruce Scholten

KENT, WA, JULY 3

"The biggest thing is I'm thinking more and keeping my concentration," said Vancouver, B.C.'s Rhys Howard, winner of today's Seattle International Raceway Formula I class and mid-season leader in the AMA Formula 2 wars. Howard's tuner and owner of Motorcycle Works, Dave Harold added, "He's also charging a bit harder after racing in the east and winning Pocono." Indeed he is.

Howard entered Formula 1 on his spare TZ250, once owned by Fred Merkel. Basically a stocker with aftermarket pipes, it flirted with detonation, but won the five-lap qualifier ahead of John Dyle's 1140cc Suzuki. Howard got a great start in the 10-lap final and got by Tom Nakashima's big Suzuki in turn one.

Joe Davis' Totem Lake GPz750 loomed ahead, but Howard managed to pass him on the outside in the turn two sweeper. Still trailing by two seconds, Howard set his sights on Doyle. Braking and exiting turns incredibly hard, he pulled abreast Doyle on the backstretch and startled

him in the chicane. Passing on the inside of the off-camber right-hand corner, Howard hit the notorious bump and flew off the seat about 100 mph. He hung on and led uphill in turn seven, but missed a shift in turn nine. Doyle then regained the lead, but Howard caught him on the straight and never let go. Howard was two to three seconds a lap faster than second-running Doyle, and beat Sam MacDonald's 250cc lap record by more than a second! The Motorcycle Works TZ250J zapped Seattle International Raceway at an official one minute, 31.7 seconds.

Another Motorcycle Works racer, Mike Kenyon, credits "Dave (Harold's) super tuning" in winning the combined 600/450cc Production qualifier. His 550 Seca took the holeshot in the final, then ran off and hid for nine laps. Kenyon blamed himself when the ignition that he'd serviced personally let go. That gave GPz riders Ron Fugere, Bruce Behal, and David Wood first through third, respectively. In 450cc Production, Terry Williams' Yamaha beat those of Dan Wood, and runner-up Mike Sullivan, who had won the qualifier.

One of the day's best races was the 750cc Production final. Adding a little star quality was Santa Fe TT National winner Mickey Fay on a Honda Interceptor. True to form, Fay got a nice holeshot, but Larry Buck's Interceptor forged by to take the early lead. Chuck Wiley rode his Bellevue Suzuki around Fay on lap two, and eventually beat Buck to the checkered flag. Last year's 750cc Production champ, GPz-mounted Joel Ittner, drafted Fay and passed him in turn two, but had a heckuva race for third with Joe Davis. "He'd outbrake me coming off the straight, then I'd get him in the downhill. I finally passed him for good on the seventh lap," said Ittner, who is now tied with Wiley in season points. Mickey Fay rounded out the top five with a fine race on stock tires, just ahead of Greg Froberg's NESRA Interceptor.

Results

FORMULA 1: 1. Rhys Howard (Yam); 2. John Doyle (Suz); 3. Frank Gordon (Suz).

OPEN MOD PROD: 1. John Doyle (Suz); 2. John Brady (Kaw); 3. Tom Nakashima (Suz).

OPEN MOD PROD: 1. John Doyle (Suz); 2. John Brady (Kaw); 3. Tom Nakashima (Suz).

600 MOD PROD: 1. Alan Inglis (Yam); 2. Kirk Correll (Kaw); 3. Bruce Behal (Kaw).

600 PROD: 1. Ronald Fugere (Kaw); 2. Bruce Behal (Kaw); 3. David Wood (Kaw).

750 PROD: 1. Chuck Wiley (Suz); 2. Larry Buck (Hon); 3. Joel Ittner (Kaw).

OPEN GP SINGLE (OGPS): 1. Steve Giblin (BSA); 2. Stan Jau Jau (Yam); 3. Gill Baordman (Hon).

860 MOD PROD: 1. Sean Phillips (Suz); 2. Greg Froberg (Hon); 3. Joe Davis (Kaw).

450 MOD PROD: 1. Brian Hlavka (Yam); 2. Dan Wood (Yam); 3. Randy Woods (Yam).

450 PROD: 1. Terry Williams (Yam); 2. Mike Sullivan (Yam); 3. Dan Wood (Yam).

SUPERBIKE: 1. Sean Phillips (Suz); 2. Joel Ittner (Kaw); 3. Chuck Wiley (Suz).

Cruickshank cranks out Huetter FT wins

By Clay Light

COEUR D'ALENE, ID, JUNE 30

Local AMA Junior sensation Tony Cruickshank cranked out a double demolition of main event wins at Huetter Speedway's three-eighths-mile flat track, winning the Open and 500cc Expert mains on his Advanced Auto/Red Baron Pizza/Coeur D'Alene Honda in the heart of "Potato Country." Rival National number 46 Ron Yamamoto squeezed out what would be his only win of the night in the 250cc Expert main on his Karl Lan-

drus/Team Jesus/Miller Products/Clay Light/Simpson Yamaha.

Muck like it's been all summer, the northwest has been put under a wet weather spell and very few races have been run. Huetter was the one exception as rains held off long enough in the Idaho panhandle to get the program of heats, semis and mains off before being set upon by desert showers.

Washington speedster Yamamoto led the 250cc Expert main on a Yamaha-powered Bultaco. Ron Ginn and Andy James have ridden here for many a year and were putting their experience to good use, trailing Yamamoto. Yamamoto turned on the speed, however, and flat-out boogied away from Ginn, James and Novices Tim Stults and Ken Duncan. The final finish order for the fourth and fifth positions was a little different as Tracy Collins and Stults finished behind Yamamoto, Ginn and James.

The 500cc Expert main lined up for what resembled a Regional, if there was ever one to be held at Huetter. It was a mixed lineup of the hottest Experts, Juniors and Novices from three states. Cruickshank cranked his XR500-based Honda into the lead and hot-shoed the course while Junior Rick Hayman, Yamamoto and Arney Wick were in tow. It first looked to be just another of the many "follow the leader races," but instead turned out more like "Tora Tora Tora." The war for second was a fight between heavyweights Hayman and Yamamoto, who were to slug it out for the duration of the event. Cruickshank ended up running away with this one over Hayman and Yamamoto. Fourth went to Phil Hamby and fifth to Todd Tracy, who got by a problem-plagued Wick.

Open Expert action was the much-anticipated showdown between three riders who have stamped their brands on Huetter for many, many years. Cruickshank, Yamamoto and Wick cut the way for the 10 finalists on the opening lap of big-bore action. Cruickshank had his work cut out for himself and still managed to storm into another of his leads, being cheered on by his local Coeur D'Alene fans, as was Osburn's Wick as they put the squeeze on Yamamoto, who had very high hopes of taking the majority of the purse home to Spokane with him. Cruickshank wheeled across the line for the win number two with Yamamoto, Wick, Hayman, Hamby and Todd Tracy getting a bird's eye view of the disappearing winner.

Results

OPEN EX: 1. Tony Cruickshank; 2. Ron Yamamoto; 3. Arney Wick; 4. Rich Hayman; 5. Phil Hamby.

500 EX: 1. Tony Cruickshank; 2. Rich Hayman; 3. Ron Yamamoto; 4. Phil Hamby; 5. Todd Tracy.

250 EX: 1. Ron Yamamoto; 2. Rod Ginn; 3. Andy James; 4. Tracy Collins; 5. Tim Stults.

OPEN A: 1. Jackie Smith; 2. Jeff Feldon; 3. Fran Gillhoover.

250 A: 1. John Mitchell; 2. Craig Jones; 3. Joey Copp.

125 A: 1. John Mitchell; 2. Clint Baskett; 3. Paul Phelps.

80 A: 1. Troy Hedge; 2. Garth Feldon; 3. Billy Lenz.

Johnson jams to Clark's Branch wins

By Brian Barnes

ROSEBURG, OR, JUNE 26

The seventh race of this year's Yamaha Perpetual Gold Cup made its annual stop at Clark's Branch Cycle Park this weekend

with some top-notch amateur competitors showing up from all over the northwest. Orick, California's Brad Johnson must have had a great ride home from Oregon after scoring both the 125 and 250cc B wins over some of the best riders the northwest had to offer.

Johnson, unknown to northwest amateurs, started his day off by besting a 250cc B class that comprised most of the Gold Cup front-runners. After taking the holeshot ahead of points leader Kyle Hall, Johnson disappeared from the class. Both Ted Perrpard and Hall rode good motos for second and third while Brett Gilkson and Lindsay Wurn were fourth and fifth.

The second round was again a Johnson repeat, but this time Wurn was on the gas, taking second. Perrpard scored second overall with a 2-3 combo, Gilkson and Hall were fourth and fifth.

Clarence Gardner holeshot the first 125cc B moto and gave Johnson a run for his money in the first round, but by lap four, Johnson was past and long gone for his third win. Gardner was second, Kawasaki-mounted Greg Holmberg third and Gold Cup points leader Lloyd Young fourth.

In the second race, Seattle's Jeff Nelson almost prevented Johnson from taking his fourth win. Nelson held off Johnson for all but part of the last lap until a Johnson charge gave him his fourth win. Nelson was second after an excellent moto; Gardner third and Young again fourth.

Todd Bruggman was the winner in today's 125cc A action. Bruggman took both wins to score the overall. Team Green's Larry Ward rode a one-of-a-kind, very trick-looking 100cc Kawasaki and took both seconds. Ward rode for practice only, not scoring points, and looked mighty impressive against the 125cc bikes. Bob Monroe was second overall with his 4-3 tally with Brad Miller, David Thompson and Mike Williams third through fifth overall.

Jeff Birkestol and Scott Williams put on another two-man show in 250cc A with Yamaha-mounted Williams leading all but the final lap of the first moto. A mistake cost him two positions and gave Birkestol and Marshall Favre first and second.

Moto two found Williams up front the entire race, but Birkestol kept a strong hold on second to score the overall. Charlie Mitchell and Yamaha-mounted Tim Sullivan were third and fourth.

Results

WEE PEE WEE: 1. Ryan Huffman (Yam); 2. John Wilson (Suz).

PEE WEE C: 1. Chris Renard (Yam); 2. Dennis Whitehurst (Hon); 3. Brett Holm (Yam).

PEE WEE B: 1. Ryan Huffman (Yam); 2. Jason McCormick (Yam); 3. Shane West (Kaw).

PEE WEE A: 1. Jeff Daily (Kaw); 2. Butch Smith (Kaw); 3. Rod Stanley (Kaw).

MINI A: 1. Larry Ward (Kaw); 2. Scott Myers (Yam); 3. Rick Simmet (Kaw).

MINI B: 1. Joel Sitts (Suz); 2. Jeff Peck (Kaw); 3. Curtis Cunningham (Kaw).

MINI C: 1. Paul Rowland (Kaw); 2. Scott Goff (Yam); 3. Ryan Holm (Yam).

100 A: 1. Les Yocum (Suz).

100 B: 1. Grant Bergstrom (Yam); 2. Erin Rochette (Yam).

125 C: 1. Dennis Rotherham (Yam); 2. Greg Wider (Yam); 3. Ray Bruington (Kaw).

125 B: 1. Brad Johnson (Hon); 2. Clarence Gardner (Yam); 3. Jeff Nelson (Yam).

125 A: 1. Todd Bruggman (Yam); 2. Bob Monroe (Suz); 3. Brad Miller (Yam).

250 C: 1. Randy Stephens (Kaw); 2. Ron Milligan (Hon); 3. Mike Burke (Yam).

250 B: 1. Brad Johnson (Hon); 2. Ted Perrpard (Suz); 3. Lindsay Wurn (Hon).

250 A: 1. Jeff Birkestol (Yam); 2. Scott Williams (Yam); 3. Charlie Mitchell (Hon).

OPEN B: 1. Dave Nordin (Hon); 2. Don Martin (Hon); 3. Paul Christensen (Hon).

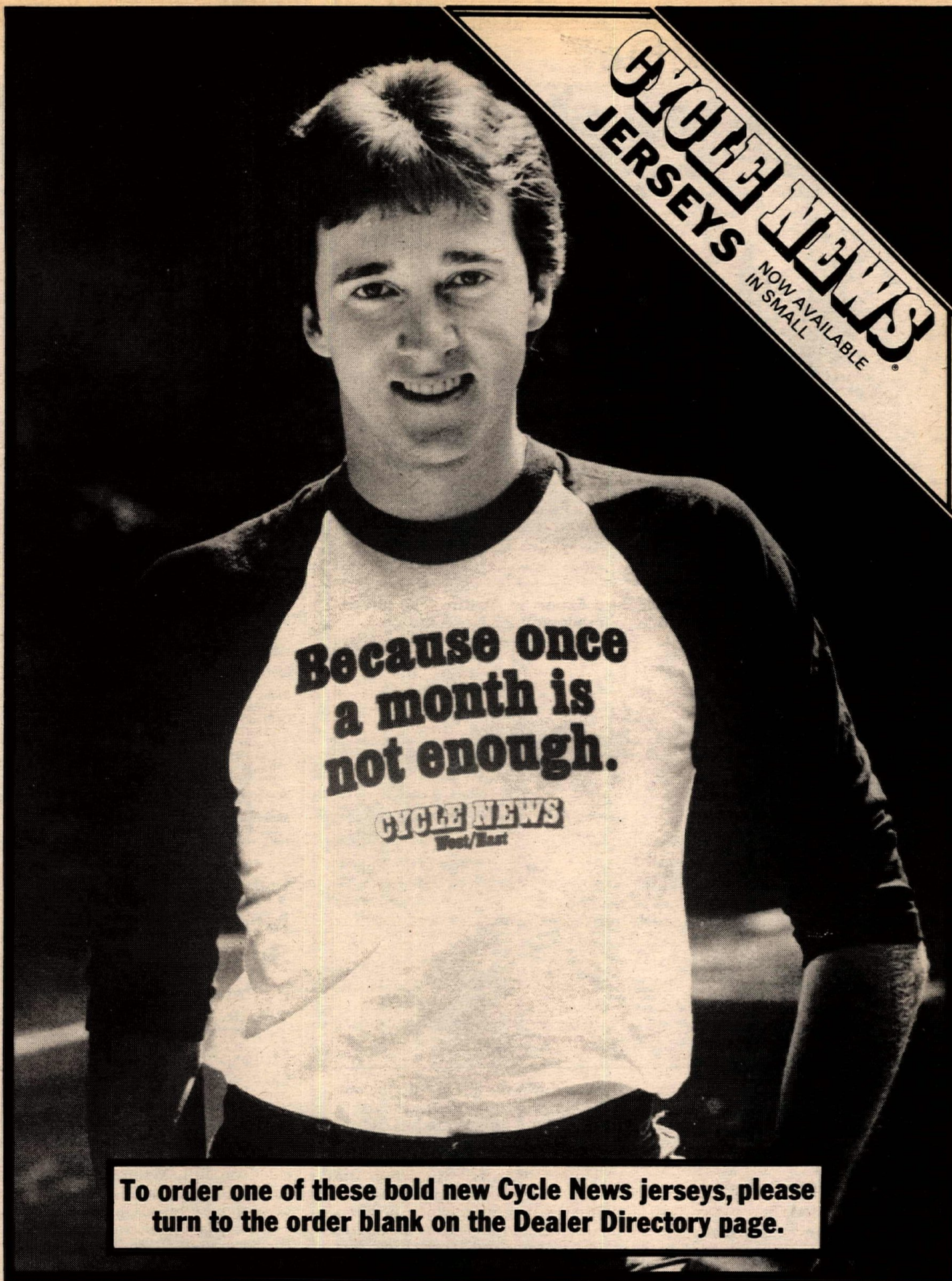
OPEN A: 1. Eric Hallstaff (Hon).

OT B: 1. Charles Standford (Mai); 2. Fred Pariani (KTM).

OT A: 1. Stan Fendrich (Hon); 2. Elmer Reimer (Suz).

OTH B: 1. Lennis Riedinger (Yam); 2. Dave Davis (Mai); 3. John Broadwater (Yam).

OTH A: 1. Tim Sullivan (Yam).



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(Above) Tommy Pavelka was almost third Expert at Austin. (File photo) (Right) Danny Storbeck. (Below) Billy Whitley won 28 NMA motos.



Rhine rolls on at Austin night MX

By Joe Milian
Photo by Pat McClure
AUSTIN, TX, JULY 1

Just when Ricky Petry thought it was safe to go out at night, he encountered the haunting figure of Bob Rhine lurking in the dark shadows at Austin Moto Sport Park. The ensuing struggle between Rhine and Petry in the 250cc Intermediate class provided some of the closest racing of the evening, with Rhine taking a well-deserved overall win at the completion of the two moto duel.

Sean Knaack showed the crowded field the way through the tight right-hander in the opening heat, with John Hendrex and Petry right behind. Rhine, the promising young Yamaha pilot from Temple, tried to sweep to the outside and got caught in deep sand. He had to wait until most of the field had exited the turn before he was able to join the fun.

Within two laps he and Petry were right on top of Knaack. Knaack faltered for just a moment in a turn and both riders went by. Rhine chased Petry for another three laps, trying without success to pass Petry.

With a little more than a lap remaining, the two competitors were

flat out down the main straightaway and elbow to elbow. Rhine proved to possess the stronger elbow, edging past and holding on to win the first heat by a bikelength.

Rhine rolled off the line first in the second moto with Petry in tow and they swiftly put distance between themselves and the rest of the aggregation. Rhine and Petry threw dirt on one another for the entire heat, with the lead changing several times in the process. Once again it was Rhine leading when it counted and the two exhausted riders clasped arms in a congratulatory embrace just past the finish line to cap their duel in a friendly fashion.

For the second week in a row Russell Chapman laid waste to the Expert competition, but not before Frank Tello and Tommy Pavelka had their chance to make things tight. Chapman had little difficulty in the first moto, but got plenty of exercise in the second.

Pavelka led in the early going of the second round, only to fall victim to a beautiful mid-air pass by Tello. A few moments later, the hard charging Chapman forced his way past as well. Then, to add insult to injury, Pavelka was shunted to the loam by Bill Kelly.

Both riders went down and a bit of a disagreement took place. Pavelka attempted to knock some of the dirt off the seat of Kelly's pants with his boot, and Kelly mistook the tank of



his rival's Husky for the kickstarter. Kelly remounted and continued on and Pavelka quit the track in frustration, only to learn that he would have been the recipient of third place money and he completed the final circuit.

Results

MINI JR: 1. Chad Bailey (Yam); 2. Tim Hodes (Kaw); 3. Jason Krempin (Yam).
MINI SR: 1. Stephano Ulrich (Kaw); 2. David Savore (Kaw); 3. Bryan Christner (Kaw).
125 BEG: 1. Michael Feehan (Kaw); 2. Brian Broussard (Suz); 3. Mike Voudouris (Hon).
250 BEG: 1. Tim Piggott (Suz); 2. Rick Siemos (Yam); 3. Duane Badgley (Hon).
125 NOV: 1. Gary Grose (Suz); 2. Kirk Clovis (Hon); 3. Cedric Ford (Kaw).
250 NOV: 1. Joe Marcucci (Yam); 2. Brad Burnie (Hon); 3. Jeff Miller (Yam).
OPEN NOV: 1. Marvin McKim (Yam); 2. David DePrado (Yam); 3. Charles Street (Hus).
125 INT: 1. Gary Alsop (Hon); 2. Matt Tallor (Hon); 3. Robert Tiemann (Yam).
250 INT: 1. Bob Rhine (Yam); 2. Ricky Petry (Yam); 3. Randy Voet (Suz).
OPEN INT: 1. David Burgess (KTM); 2. Terry Dutton (Kaw); 3. Emil Provasek (CZ).
OVER 30: 1. Tim McCaskill (Yam); 2. Lloyd Longmire (Yam); 3. Steve Corlee (Mai).
COMB EX: 1. Russell Chapman (Hon); 2. Frank Tello (Hon); 3. Bill Kelly (Yam).

Whitley wins it all at NMA Qualifier Series

By Peter Gunderson

TYLER, TX, JUNE 25-26

The Texas Region National Motosport Association Ponca City Qualifying Series came down to its finale today at Swan Raceway in Tyler, Texas. It was the first time a rider in the Texas region had won every moto in his class. That rider was Billy Whitley. He won 28 straight motos in the 83cc Expert class and the 105cc Open class.

Dave Shade took the first moto of the 83cc Stock 9-11 class with Cody "Lips" Marek and Eric Alstrin following in second and third. Marek struck back in the second moto and took the win over Shade and Alstrin. Overall they finished in the same order.

In the 83cc Stock Novice class, Steve Hill, riding on his home track, took both moto wins for the overall over Chris Gunter and Darrin Champagne. Hill also won both motos of the Modified class.

Jason Langford dominated both Intermediate classes as he won all four motos easily on his home track.

Billy Whitley has completely dominated the Expert class since the beginning of the series, and today he did so again by winning all of the 83cc Stock Expert classes as well as the 105cc Open class. Eddie Vreeland and Tommy Collier swapped second places throughout both classes.

Hard-riding Chad Parker took the 125cc Modified Novice class over Kevin Nobles and Terry Pringle. The 125cc Intermediate class, however, was more of a battle as Glen North was only one point ahead of Kit Vick going into this race for the class

championship.

The first moto was taken by Vick followed by North and Mike Murray. North took the start of the second moto with Vick a few places back. Vick passed for the lead halfway through the moto for the moto, race and class win.

Bryan Abernathy put together two perfect motos to take the 125cc Pro modified class ahead of Steve Gauthier and Alley Semar. It was a Yamaha sweep.

Ricky Glaser finally got together in the 250cc Pro race and took the overall over series winner Roger Brown. Kyle Landrum was third, giving Kawasaki first and third for the day and Yamaha the win in the series.

Results

61 STK PEE WEE: 1. Ross Dhayer (Yam); 2. Shane McGee (Yam); 3. Lil Wayne Richards (Yam).
61 MOD PEE WEE: 1. Ross Dhayer (Yam); 2. Shane McGee (Yam).
61 STK THRU 8: 1. Crispy Vreeland (Kaw); 2. Rowdy Flanagan (Kaw); 3. Ross Dhayer (Hon).
61 MOD THRU 8: 1. Crispy Vreeland (Kaw); 2. Rowdy Flanagan (Kaw); 3. Jeff Ashby (Kaw).
61 STK 9-11: 1. Eric Alstrin (Kaw); 2. Colin Edwards (Kaw); 3. Willy Boudin (Kaw).
61 MOD 9-11: 1. Cody Marek (Kaw); 2. Colin Edwards (Kaw); 3. Eric Alstrin (Kaw).
83 STK 9-11: 1. Cody Marek (Kaw); 2. Dave Shade (Kaw); 3. Eric Alstrin (Kaw).
83 MOD 9-11: 1. Dave Shade (Kaw); 2. Crispy Vreeland (Suz); 3. Tim Hodes (Kaw).
83 STK NOV 12-16: 1. Steve Hill (Kaw); 2. Chris Gunter (Kaw); 3. Darrin Champagne (Suz).
83 MOD NOV 12-16: 1. Steve Hill (Kaw); 2. Darrin Champagne (Suz); 3. Dave Clark (Kaw).
83 STK INT 12-16: 1. Jason Langford (Kaw); 2. Scott Chesser (Kaw); 3. Scott Thomas (Kaw).
83 MOD INT 12-16: 1. Jason Langford (Kaw); 2. Scott Chesser (Kaw); 3. Shane LeBlanc (Kaw).
83 STK EX 12-16: 1. Billy Whitley (Kaw); 2. Tommy Collier (Kaw); 3. Eddie Vreeland (Kaw).
83 MOD EX 12-16: 1. Billy Whitley (Kaw); 2. Tommy Collier (Kaw); 3. Eddie Vreeland (Kaw).
105 MOD OPEN: 1. Billy Whitley (Kaw); 2. Eddie Vreeland (Kaw); 3. Tommy Collier (Kaw).
100 STK: 1. Dwight Broussard (Yam); 2. Jason Otto (Yam).
100 MOD: 1. Dwight Broussard (Yam); 2. Greg Brown (Yam); 3. Jason Otton (Yam).
125 STK NOV: 1. Lee Hawthorne (Kaw); 2. Terry Pringle (Kaw); 3. Billy Compton (Yam).
125 MOD NOV: 1. Chad Parker (Yam); 2. Kevin Nobles (Kaw); 3. Terry Pringle (Kaw).
125 STK INT: 1. Glenn North (Kaw); 2. Wendell Trigg (Yam); 3. Rusty Dovell (Suz).
125 MOD INT: 1. Kit Vick (Kaw); 2. Glenn North (Kaw); 3. Wendell Trigg (Yam).
125 STK PRO: 1. Steve Gauthier (Yam); 2. Danny Storbeck (Yam); 3. Kyle Landrum (Kaw).
125 MOD PRO: 1. Bryan Abernathy (Yam); 2. Steve Gauthier (Yam); 3. Alley Semar (Yam).
250 NOV: 1. Bubba Neal (Yam); 2. Mark Cochran (Kaw); 3. Tonie Laster (Kaw).
250 INT: 1. Glenn North (Kaw); 2. Monty Bland (Kaw); 3. James Felts (Hon).
250 PRO: 1. Ricky Glaser (Kaw); 2. Roger Brown (Yam); 3. Kyle Landrum (Kaw).

Herndon, Hale, Huddleston, Hultgren take Kidd ST & TT wins

By Margaret Orr and Dorothy Powers

BOYD, TX, JUNE 18

It seems if your name began with "H" you had a real good chance to win Saturday night at Mike Kidd's Hillside Raceway.

Just to put everybody in a good mood, the XR80s hit the track for a Buddy Race (run relay style). Eddie McCoy took turns with Jack Yost to show his son, Willie McCoy, and mechanic Ed Weatherly how to win.

Bill Herndon got the serious business of the night started off when he romped home for the cash in the Trophy Dash.

Little Mike Hale came along in the 80cc Senior short track main and got a poor start, coming around the first lap in fourth place behind Tim Kay, Chad McCracken and Scott Williams. Hale then went to work and by the end of lap one he had passed both Williams and McCracken. He moved into the lead on the second lap and set

his sights on the checkered flag.

In the 125cc short track main Willie McCoy jumped out ahead of Hale, Alan Powers and Trace Polson. Hale again took the lead on the second lap. The other riders didn't let him have any breathing room, but he still led the pack to the finish line.

Herndon again showed them the way in the 250cc Senior short track, moving to a quick lead with Dodd Dyson following close behind on his new Spencer/Marrineau Honda. They both settled into their finishing spots while James Harrington, David Fisher and Kelly Johnson all took turns running in third behind them.

John Gladwill came from the back of the pack to join the battle on the last two laps but couldn't quite get into the swap-out. The top five finishers were Herndon, Dyson, Fisher, Harrington and Johnson.

Raymon Huddleston took over the track for a smooth ride to win Open Senior, with Mike George finishing second in front of Ricky Isbell, who was returning to the track after several years in "retirement."

Eldon Hultgren is another "retired" rider making a comeback this year. He put on a no mistake performance on a KTM brought out of mothballs to win the Open Senior TT. Second place finisher Rusty Pattillo said, "I kept waiting for him to goof up, but he just wouldn't do it."

Results

SHORT TRACK

TROPHY DASH: 1. Bill Herndon.
60: 1. Greg Teague; 2. Tim Kay; 3. Scott Williams.
80 JR: 1. Bill Richards; 2. Jimmy Holder; 3. Lori Bell.

80 SR: 1. Mike Hale; 2. Tim Kay; 3. Scott Williams.
125: 1. Mike Hale; 2. Willie McCoy; 3. Alan Powers.

250 JR: 1. Jack Yost; 2. Scott Scherb; 3. Willie McCoy.

OPEN JR: 1. Jack Yost; 2. James Huddleston.
250 SR: 1. Bill Herndon; 2. Dodd Dyson; 3. David Fisher.

OPENS: 1. Raymon Huddleston; 2. Mike George; 3. Ricky Isbell.

TT
80: 1. Scott Scherb; 2. Rill Richards; 3. Ed Meyer.
125: 1. Alan Powers; 2. Bobby Shaw.

250 JR: 1. Larry Eberhart; 2. Bobby Shaw; 3. Mike George.

OPEN JR: 1. Scott Crews; 2. John Tucker; 3. Jack Avery.

250 SR: 1. Gary Kidd; 2. Dodd Dyson; 3. Randy Whisenant.

OPEN SR: 1. Eldon Hultgren; 2. Rusty Pattillo; 3. Gary Kidd.

Berry, Molder, Bicek blast BRA/Gillette MX

By Brian George

GILLETTE, WY, JUNE 19

Some 100 riders came out to Gillette on Father's Day Sunday to compete in the 11th round of the Borderline Racing Association's 21-race summer Motocross Series, where beautiful weather greeted those who made the trip to the rough, natural-terrain circuit. The course was run backwards from its usual direction for the event, keeping all riders on an equal level in track knowledge, but the reverse running created very rough sections as bumps were molded for the standard racing.

In the Professional ranks, Chadron Nebraska's LeeVerne Berry captured his second overall win in a row in the 125cc class, closing the gap between himself and new 125cc series points leader Todd Gikling. Dave Molder returned to form in the 250cc division, trading moto wins with Benny Norfolk but grabbing the overall due to his victory in the final moto, while in the 500s Molder suffered gearbox and suspension problems on his Honda and had to settle for second. That left Perry Bicek to walk off with



Pro 125cc winner LeeVerne Berry.

both motos and the overall in the big-bike category.

Molder started the first moto of the Open Pros with the early lead ahead of Robert Krizan and Perry Bicek, and began stretching out his margin within two laps. This was short-lived, though, as the Honda lost third gear on the third lap, and left Molder fighting Bicek to stay in front. As if the gearbox wasn't enough, Molder then blew his rear shock and had to nurse the bike in for second while Bicek ran off with the win.

Molder returned to try the second moto on a borrowed bike, and off the line Bicek took the lead with Krizan and Molder in tow. As the trio headed up a whooped uphill on the opening lap, Molder lost control trying to overtake both the leaders and went over the bars. That left Bicek and Krizan to battle for the remainder of the moto, and while Krizan stayed right with Bicek, the leader did not let up. Bicek held firm to the wire for the moto, while Krizan trailed only a few bikelengths behind. Overall, it was Bicek, Molder and Krizan the top three.

Results

125 PRO: 1. LeeVerne Berry (Kaw); 2. Clint Overman (Yam); 3. Scott Salveson (Kaw).
250 PRO: 1. Dave Molder (Hon); 2. Todd Gikling (Yam); 3. Benny Norfolk (Kaw).

500 PRO: 1. Perry Bicek (Hon); 2. Dave Molder (Hon); 3. Bob Krizan (Kaw).

MINI A: 1. Bart Fuller (Yam); 2. Randy Stahl (Kaw); 3. Dave Zuh (Hon).

MINI B: 1. Trey Peck (Yam); 2. Bradley Wagner (Kaw); 3. James Fuller (Kaw).

MINI C: 1. Ron Harlan (Yam); 2. Bradley George (Hon); 3. John Huntington (Yam).

125 B: 1. Jerry Wagner (Kaw); 2. Gene Schuler (Suz); 3. Tim Sears (Hon).

125 C: 1. Dave Zuh (Hon); 2. Rich Lundstrom (Yam); 3. Neil Allen (Yam).

250 B: 1. Clint Pepper (Yam); 2. Rex White (Kaw); 3. Brent Long (Suz).

VETS: 1. Phil Stahl (Kaw); 2. Dave Hudson (Mai); 3. Al Gunnert (Suz).

OLD IRON: 1. Jimmy Winchester (C-A); 2. Richard Miller (Yam).

ENDURO: 1. Kim Bendigo (Hon); 2. Don Harwood (Yam).

FATHER/SON: Jerry & Bradley Wagner (Kaw).

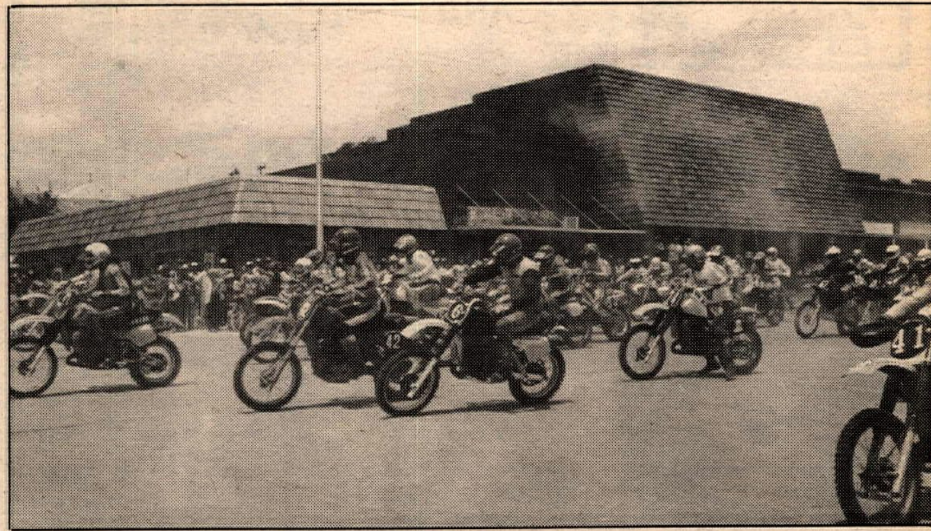
Bruckbauer books at Benkelman GP

By Mark Penksy

BENKELMAN, NE, JUNE 19

Not much happens in the quiet little town of Benkelman unless, of course, you happened to be around on Father's Day any of the last eight years. It starts out like this: Just under 400 nervous cross-country racers all lined up, 10 wide in the middle of town. They silently wait for that shotgun blast, which seems to take forever and then jolts you so bad you freeze, then they roar through town and onto 13 miles of fun trail.

The event's "claim to fame" is a six-mile trip down the middle of the



The Benkelman GP roars away from its start.

Republican River, usually only a foot or so deep. But this year it was too deep to run, so the Tri-State Cycle Club built a hare scrambles-sort-of course — mostly open woods trails, two river crossings, plenty of mud-holes and a fast section that definitely opened the eyes. This all goes on for eight laps.

The winner has to be a guy who rides smart, fast and tirelessly. For the second year in a row, John Bruckbauer, a Husky Support rider, has had what it takes. John said, "The only thing that didn't go according to plan was the airplane crashing into the trees right above me — scared the heck out of me. The run was a blast, but I miss the river section."

There was an old biplane buzzing around for a while until the pilot overcooked a corner and sacrificed a tree. Luckily, no injuries.

Results

OPEN: 1. Bob Moore; 2. Kurt Summermeier; 3. Curt Becker.

250: 1. John Blythe; 2. Dick Dewester; 3. Vince Frey.

200: 1. Bill Nolan; 2. Bill Barb; 3. Jeff Fish.

SR: 1. Bob Mercel; 2. Doug McKenzie; 3. Howard Bostrom.

LADIES: 1. Jamie Fisher; 2. Pat Sandt; 3. Shanley Hanes.

Cordova, Tinney rule Whitney MX

By Joe Milian

LAKE WHITNEY, TX, JUNE 26

Despite the near 100° heat, Nick Cordova remained cool today as he breezed past the competition en route to a two-moto sweep of the 250cc Expert class.

Cordova broke cleanly from the pack in both outings, and even though he greatly reduced his pace over the final laps, still managed to win each moto with a 30-second cushion. Questioned before the day's activities began, Cordova pegged Terry Tinney as the rider most likely to provide his closest pursuit, and the young Honda pilot from Dallas did his best to confirm that prediction.

Hunter Carothers and Rodney Wiginton were involved in a heated dispute for second position mid-way through moto one when Tinney came out of nowhere to swoop by the surprised duo in the same turn. "Here I am giving it all I've got trying to hold off Wiginton, and Tinney waltzes by both of us and is gone in the next three turns," a shocked Carothers later related.

Tinney had gotten tangled with Shawn Sewell in the first turn and had to burn up the track to secure second behind Cordova. Determined to keep Cordova from making the hasty escape he did in the first heat,

Tinney stayed close down the start straightaway and then tried to jam inside in the first turn. Cordova slammed the door on Tinney's effort, forcing him into an unintended line. A large depression swallowed Tinney's boot and the resultant twisted knee put him out for the day.

Carothers and Wiginton also met misfortune in the second round as they suffered piston seizure and ignition failure, respectively. Tony Nielsen put in one of the better rides of the day as he wheeled in second ahead of Roger Schellenberger at the finish of moto two. Overall, the order was Cordova, Schellenberger, and David Lux.

Tinney did not have Cordova to contend with in the 125cc cash dash and managed to take first overall without winning a moto. Ronald Dawson put in a superb effort in winning the first moto and then looped out of contention over the troublesome "Bump Jump" just past the flag. Carroll Richardson could not get around Cole Knight in the opening stanza, and though he returned to win his second moto, his fourth place here put him one point shy of the overall money.

Tinney's back to back runner-up placings were good for the top overall position, with Richardson second, and Knight placing third.

Chris Dublin scored two firsts in the Over 30 Expert clash and took home \$75 for his performance despite the best efforts of Bob "Crashmanian Devil" Pope and Tom Johnson. Pete Peery put in two consistent performances that netted him third overall. Bill Kasson aroused the ire of many by knocking down a defenseless rider on the line, but swore he was innocent of any wrongdoing.

Results

MINI MINI: 1. Jack Ricks (Kaw); 2. Dennis Richards (Kaw); 3. Charlie Winn (Kaw).

MINI JR: 1. Chris Gullaksen (Kaw); 2. Jack Ricks (Kaw); 3. Roy Schellenberger (Yam).

MINI SR: 1. Phillip Dillon (Yam); 2. Clay Branch (Yam); 3. Robert Reed (Kaw).

MINI STK: 1. Robert Reed (Kaw); 2. Jack Ricks (Kaw); 3. Brad Bell (Kaw).

MINIBIKE BEG: 1. Scott Sauters (Kaw); 2. Chris Ater (Kaw); 3. Marty Hulsey (Hon).

125 BEG: 1. Tony Brooks (Hon); 2. Perry Lowery (Suz); 3. Michael Feehan (Kaw).

250/OPEN BEG: 1. Joe Reynolds (Hon); 2. William Holt (Suz); 3. Dedo Herzog (Yam).

250 NOV: 1. Mitch Hulsey (Hon); 2. Curt Land (Yam); 3. Craig Ramsey (Yam).

OPEN NOV: 1. Daryl Croft (Yam); 2. Ty Carter (Kaw); 3. John Wilson (Hon).

125 INT: 1. Brad Craine (Hon); 2. Jerry Moody (Hon); 3. Skipper Beavers (Kaw).

250 INT: 1. Brent Dodson (Hon); 2. Louis Wooley (Hon); 3. Mats Haag (Suz).

OPEN INT: 1. Jon Kohlensvik (Yam); 2. Bryan Briggs (Yam); 3. Shane Beavers (Suz).

OVER 30 INT: 1. Troy Rapp (Yam); 2. Terry Burghart (Yam); 3. Garry Berry (Hon).

125 EX: 1. Terry Tinney (Hon); 2. Carroll Richardson (Kaw); 3. Cole Knight (Yam).

250 EX: 1. Nick Cordova (Hon); 2. Roger Schellenberger (Yam); 3. David Lux (Kaw).

OPEN EX: 1. Dan Conway (Hon); 2. Doug Paley (Mai); 3. Tom Holtan (Hon).

OVER 30 EX: 1. Chris Dublin (Hon); 2. Tom Johnson (Suz); 3. Pete Peery (Suz).



AND
PRESENT

R.A.C.E.

BUDDY NIGHT

Friday, July 15

2 For 1

Pay one Entry, Second Rider FREE!
SPORTSMAN CLASSES
PLUS \$500 In Contingencies

ALSO! Friday, July 22
FREE PRO ENTRY
Pro Mail Entries Received By July 19 Are FREE
Mail To P.O. Box 388, Corona, CA 91720
\$500 Added Contingencies — Pro Post Entry \$5.00

300% PAY BACK TO PROS

INFO: (714) 735-1705
(714) 689-1913



PRESENTS:
THE D.B.R.A. GRAN PRIX
SUNDAY, JULY 31
INDIAN DUNES

3 mile course will include Shadow Glen Track, River, Sand Wash and Mountains: All classes race 30 minutes plus 1 lap.

Entry Fee
Members \$10.00
Non/Members \$13.00
Post — Add \$2.00

Gate Fee \$7.00 (Pay at Gate)

MAIL ENTRIES CLOSE
JULY 24, 1983

Mail Entries To:
D.B.R.A.
5319 W. 124th St.
Hawthorne, Calif. 90250
(213) 679-7201/(213) 371-2910

MEMBERSHIP NOT REQUIRED

Schedule
8:30 a.m. Parade Lap
9:00 a.m. Mini's/Women
10:00 a.m. Buicks/Vet
11:00 a.m. ATV
NOON Parade Lap
12:30 p.m. 4 Strokes
1:30 p.m. 125
2:30 p.m. 250
3:30 p.m. Open
4:30 p.m. Team Race

**20% TROPHIES
FINISHER PINS**



**RACE
SCHEDULE**

July 17 — **MOTOCROSS**
Indian Dunes
July 22 — **NIGHT MOTOCROSS**
Indian Dunes
July 24 — **MOTOCROSS**
Saddleback Park
July 31 — **MOTOCROSS**
Indian Dunes

1983 CRC Membership Required
(213) 830-7519

Sunrise Valley Cycle Park
Adelanto, Calif.

Moto-X racing 2nd, 3rd & 4th
Sunday each month
2nd Sunday Dist. 37 Points Race
3rd Sunday CMC Motocross
4th Sunday Open Racing
\$10 Sportsman — 30% Trophies
\$15 Expert — 80% Cash Payback to Pros
50% trophies to Mini & Vet
Free Overnight Parking
Gates open 7 a.m. Practice 8 a.m.
1st Race 9:30 a.m.

(714) 245-7339 (714) 246-6109

CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. We suggest calling to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

AMA/Camel- Pro Series

7/15-17 RR/Monterey, CA
7/16 H-M/Hagerstown, MD
7/22 ST/Hinsdale, IL
7/30 M/DuQuoin, IL
8/7 M/Cicero, IL
8/21 TT/Peoria, IL
8/21 RR/Sonoma, CA
8/27 M/Indianapolis, IN
9/3 H-M/Hamburg, NY
9/3-4 RR/Brainerd, MN
9/11 M/Syracuse, NY
9/18 M/San Jose, CA
9/24 H-M/Gardena, CA
10/2 M/Springfield, IL
10/8 TT/Pontiac, MI

AMA/Wrangler Super Series

7/16 SX/Cincinnati, OH
7/24 SX/Foxboro, MA
8/6 SX/Pasadena, CA
8/14 MX/Washougal, WA
8/21 MX/Castle Rock, CO
8/28 MX/Millville, MN

AMAPacific Coast Championship Series*

10/2 SX/Tacoma, WA
TBA MX/Sonoma, CA
TBA MX/Portland, OR
TBA MX/Los Angeles, CA
TBA SX/San Diego, CA

AMA National Championship Enduro Series

8/21 Moorestown, MI
9/4 Winterset, IA
9/11 Lynnville, IN
10/23 Oklahoma City, OK
10/30 Bear, DE

AMA Superbike Road Race Series

7-15-17 Monterey, CA
7/23-24 Pro-Am/Portland, OR
8/20-21 Sonoma, CA
9/3-4 Brainerd, MN
9/10-11 Pro-Am/Kent, WA
9/17-18 Pro-Am/Rosamond, CA
10/1-2 Pro-Am/Daytona Beach, FL

AMA/Hi-Point National Hare Scrambles Championship Series

7/17 Windsor, MA
8/28 Middletown, PA
9/18 Millville, MN
11/6 Delta, OH

AMA/NATC National Trials Series

8/28 Middletown, PA
9/3 Port Huron, MI
9/5 Mt. Olive, IL

SCORE Off-Road Championship Schedule

9/30-10/2 Off Road World
Championship
Riverside Int'l Raceway
Riverside, CA
Baja 1000
Baja California, Mexico

National Drag Racing Championships AMA/Dragbike!

7/16-17* St. Louis, MO
7/30-31 Columbus, OH
8/6-7 Fremont, CA
8/6-7* Beaver Springs, PA
8/12-13* Belle Fourche, SD
8/21 Atco, NJ
9/5 Brainerd, MN
9/17-18 Commerce, GA
9/24-25 Tulsa, OK
10/22-23* Farmington, NC
11/5-6 Houston, TX
11/19-20 Gainesville, FL

*1/2 Mile Event
**Top Fuel Eliminator
***Pro Stock Eliminator

IDBA

8/13-14 West Salem, OH
10/8-9 Gulfport, MS

NMRA

7/16-17*** Englishtown, NJ
8/20-21 East Irvine, CA
8/26-27 Denver, CO
9/3-5*** Indianapolis, IN
10/1-2 Atco, NJ
10/15-16* East Irvine, CA

*Pro Stock Only
**Top Fuel & Pro Comp Only
***Pro Stock & Fun Bike Only
****Top Fuel & Fun Bike Only

World Championship Road Race Series

7/31 England
8/7 Sweden
9/4 Italy

World Championship Endurance Road Race Series

7/31 Japan
8/20-21 Belgium
9/25 Italy

World Championship MX Series 125cc

7/24 Sweden
7/31 Finland
8/14 Spain

250cc

7/24 Canada
7/31 New Berlin, NY
8/7 Switzerland
8/14 Sweden
8/21 Finland

500cc

7/24 England
8/7 Belgium
8/14 San Marino
8/28 Holland

Sidecar

8/21 Austria
9/4 Switzerland
9/11 Italy

World Championship Trials Series

9/18 Finland
9/24 Sweden
10/2 Germany

World Speedway Championship

8/13 Team
9/4 Vojens, Denmark
Individual
Norden, Germany

Other Major Events Abroad

8/20 Formula One TT
Dundrod, Ireland
9/4 Motocross des Nations
Angreau, Belgium
9/11 Trophée des Nations
Povazska Bystrica,
Czechoslovakia
Long Track
World Championship
Marianske Lazne,
Czechoslovakia
9/25 Coupe des Nations
Roggenburg, Switzerland
ISDE
10/3-8 Llandrindod Wells,
Wales

AMA/Kawasaki Amateur MX Series

Finals
8/10-13 Hurricane Hills, TN

EVERY WEEK

Tuesday

CALIFORNIA

AMA CLASS A SPEEDWAY
Ventura Spdwy., Ventura, CA. Fwy
101 N to California St. off-ramp, left to
Harbor, rt to fairgrounds. Gate 6 pm,
races 8. Tickets \$5, 7-15 \$2. Tickets
avail. at track on race day. Info 805
985-5433 (Tammy).

Wednesday

CALIFORNIA

CMC SPEEDWAY 117 MX
Chula Vista, CA. I-5 to Jct. 117, E 5
mi. to track. All classes, plus 3-whlrs,
Odys, dirt kart, and motorcycle short
track. Sptsmn. trophies, 100% Pro pb. 5
programs on 3 different tracks. Gate 5
pm, prac 6, race 7:30. Entry \$12. Info
619 690-6414

CMC ASCOT PARK MX
Gardena, CA. 18300 S. Vermont,
near jct. of Harbor and San Diego
Fwys. All classes. 30% trophies, Pro
pb. Gate 5 pm, prac 6, race 7:30. Entry
\$12, watch \$5.50, \$3.50, \$2. Info
714/557-3323, 213/323-5055.

AMA CLASS A SPEEDWAY
Inland Motor Spdwy., San Bernar-
dino CA. Fwy 10 E to 15E North, take
Orange Show Rd. exit, left on Arrow-
head. 3 Divisions. No race May 4.
Tickets avail. at track on race night.
Gate 6:30 pm, race 7:30. Tickets \$5,
6-12 \$1.50. Free parking. Info 714
889-4554, 213/446-0969, 714/884-
4092 (race day only).

DRAG RACES
Fremont Rcw., Fremont, CA. Hwy
17 at Durham Rd. W. follow signs.
Grudge racing. Bike bracket for all
motorcycles. Gate 5:30, time trials 6-
10, tech closes 8:30. Entry \$5, watch
\$5, under 6 free. Baylands Rcw Park.
Info 415/651-2545.

SACRAMENTO M/C DRAGS
Sacramento, CA. Sacramento Rcw.,
take Bradshaw Rd. off Hwy 50, N on
Excelsior Rd. to 5305 Excelsior. Trophs.,
Jackpot pb. Gate 5 pm, time trials
5:30-8, first race 8:15. Entry \$4 watch
or race. Info 916/366-7368 (David
Smith).

Thursday

WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham,
WA. Exit 255 off I-5, 1 mi. east to left
on Hannegan Rd. 1 1/4 mi. north on
right. 50 Open separate C class
motocross. Gate 5 p.m., race 6. Entry
\$6/class. Free parking. Mt. Baker
M.C. Info 206/733-5069 Open, (Larry
Hanson).

IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S & S Racing,
Huetter, ID. 2 mi. west of Couer
d'Alene on Old Hwy 10. Class C racing,
3/8-mi. oval. Mini/125/250/500/
Open, \$500 guaranteed purse, trophy
to Am. Sign up 6:30 p.m., prac. 7, race
7:30. Info 208/765-5005 (Couer
d'Alene Honda).

CALIFORNIA

CALIFORNIA NIGHT MOTOCROSS
Baylands Rcw. Park, Fremont, CA.
All classes. 30% trophies, 100% Pro
pb. CMC license reqd. (avail. at track).
Gate 5 pm, prac. 7, race 7:30. Entry
\$12, \$15 Pro, watch \$5, 6-12 \$2. Info
415/651-2545

R.A.C.E. MOTOCROSS

Orange County Int'l Rcw., Irvine, CA. 1-5 at Sand Canyon. 30% trophies, 133% Pro pb. Gate 5 pm, prac. 8, race 7. Entry \$8, non-memb. \$10, Pro \$15, watch \$4, under 12 \$2. Info 714/552-5511.

Friday

CALIFORNIA

R.A.C.E. MOTOCROSS

Corona Raceway, Corona, CA. Hwy 91 east to Buchanan exit. Mini-Open, 100% Ex p.b. Info 714/689-1913, 735-1705.

AMA CLASS A SPEEDWAY

Orange County Fairgrounds, Costa Mesa, CA. Fwy 55 to Fair exit, rt to fairgrounds. Gate 6:30, race 8. Tickets \$6, 6-12 \$2. Free parking. Info 714 492-9933.

SACRAMENTO STADIUM MX

Sacramento, CA. Sacramento Rcw., take Bradshaw Rd. off Hwy 50, N on Excelsior Rd. to 5305 Excelsior. 30% trophies, 125% Pro pb. Gate 5 pm, prac. 6, race 7. Entry \$8, \$10 Pro. Info 916/366-7368 (David Smith).

SANTA CLARA NIGHT MX

Santa Clara, CA. Santa Clara Super-cross Track. Corner of Hwy 237 and Great American Pkwy in Santa Clara. All reg. classes. Spts. trophies. Pro payback. Night lighted track. Gate 5 pm, prac. 6:30, race 7:30. Entry \$12 Spts. Pro \$15, watch \$5. Info 209/529-0923 or 415/886-5413 (Ken Birchfield).

TEXAS

RIO BRAVO MOTOCROSS

Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd. off Hwy 59 N. All classes. Troph. thru 6th to AM, 100% Ex p.b. Entry \$8. Swimming, showers, game room, grandstands. Info 713/458-0090.

Saturday

CALIFORNIA

NIGHT DRAGS

Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727-1171.

SMX SADDLEBACK MX

Saddleback Park, Orange, CA. Fwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. Gate 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry \$12 Spts. \$15 Pro. Memb. reg'd, avail. at track. 33.33% troph. Info 714/495-4771.

AMA CLASS A SPEEDWAY

Napa, CA. Napa Town & Country Fairgrounds, Hwy 29 to Silverado Trail to 575 3rd St. 3 Divisions, \$1225 purse. Gate 6:30 pm, race 7:30. Mother Goose Ent. Info 707/252-8772 (Dennis Robinson).

AMA D-36 SHORT TRACK

Cycleland Speedway, 14 mi. S of Chico, CA on Hwy 99E. Spts. Semi-Pro, 125-2-stk./200 4-stk., 126-250cc. 251-500cc. 6 rider min. Class C trac. Gate 5:30 pm, prac. 7, race 8. Entry \$8.50, Semi-Pro \$12.50, watch \$3.50, 6-12 \$1, pit pass \$4.50. Moural Associates. Info 916/342-0063.

WASHINGTON

HANNEGAN NIGHT FLAT TRACK

Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east, left on Hannegan Rd, 1/4 mi. north on right. Mini-Open, Am & Semi Pro. Gate 5 p.m., prac. 7, race 8. Entry \$6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

TEXAS

TEXAS MIKE KIDD ST/TT

Mike Kidd Ranch, Boyd, TX. From Ft. Worth take Hwy 199 N to FM 730 N, then to FM 2048 W & follow signs. All classes. Astrodom replica track. Gate 10 a.m., prac. 11:30, race 1 p.m. Info 817/433-5559 (Mike).

TEXAS MX AND FLAT TRACK

Ross Downs, Colleyville, TX. Hwy. 26, Colleyville. All classes. Trophs, 100% pb. Prac. 7 pm, race 8:30. Entry \$8, \$15 Pro. Gate fee, \$6, 6-12 \$4, child free. Info 817/488-9133 (Bob Bagwell).

Sunday

OKLAHOMA

BIG "L" MOTOCROSS

Big "L" MX Track, Lindsey, OK. Hwy 52 S of OKC to Blanchard, Hwy 76 S to 4-way stop, 3 1/2 mi. south of Hwy 39 on 76, west 1 mi., south 1 mi., west 100 yds. Pee Wee-Over 30, troph., 100% Ex p.b. Gate 11 a.m., prac. 11-1, sign up closes 12:30, race 1. Entry \$7, Ex \$10, rider gate \$3, watch \$3, 6-12 \$1. Info 405/360-3391 (after 5 p.m.).

CALIFORNIA

AMA D-36 REDDING MOTOCROSS

Redding, CA. Hwy 44E to Airport Rd., S to Rancho Rd., left and follow signs. All classes. AMA adv. pts., trophies, 100% Pro pb. Free o/n parking. Gates 6:30 am, prac. 7:30, race 9. Entry \$15, \$20 Pro, watch \$4. Moto One, Inc. Info 916/223-5600 (Brent Davis).

July 13

CMC CALIFORNIA MOTOCROSS

Chula Vista, CA. South Bay Speedway Park 117, I 805 or I 5 S. to Junction 117, go 5 1/2 mi. east (end of Brown Field Airport). All classes incl. ATC and Odysseys. 30% trophies, 100% Pro pb. CMC license req'd. 9 race series every Wednesday night. Sign-up 5-7 pm, prac. 6-7, first race 7:30. Entry \$12, watch \$4.50, 6-12 \$2.50, child free. Info 619/690-6414.

July 15

ARIZONA SHORT TRACK AND TT

Phoenix, AZ. 1 1/2 mi. W. of 99th Ave. and Carefree Hwy. All classes. 33% trophies, thru 5th place, 100% pb to Ex. Gate 6:30 pm, prac. 7:30, race 8. Entry \$12, \$14 Ex. Canyon Raceway. Info 602/934-5027 (Bob Dean).

AMA PRO-AM SHORT TRACK

Ascot Raceway, Gardena, CA. Where the Harbor, San Diego and 91 Fwys. meet. Class 250 Nov, 500 Jr. Pro advancement pts. D-37 Amateur pts. Sign-ups 5-6:30 pm, race 7:30. Entry \$10, \$15 Pro. Info 213/316-1291.

AMA PRO-AM TT

Ascot Raceway, Gardena, CA. Where the Harbor, San Diego and 91 Fwys. meet. Classes, 250cc Nov. Pro, 500cc Jr. Pro, 250, 500cc and Vets' Amateur. \$200 Pro Nov. purse plus 1/2 of entry pb. \$200 Pro Jr. purse plus 1/2 of entry pb. AMA D-37 Amateur pts. Pro-Am riders race with Pros for pts. and money. Sign-ups 5-6:30 pm, race 7:30. Entry \$15, \$10 Amateur. Front gate \$5.50, \$3.50, \$2. Info 213/316-1291.

July 16

AMA CALIFORNIA SHORT TRACK

Lodi, CA. Lodi Cycle Bowl. All classes. Gate 5 pm, prac. 6, race 8. Entry \$10, \$13 Pro, \$4 watch. Info 209/931-3722 or 368-7182 (Barbara).

CMC NIGHT MOTOCROSS

Madera, CA. Little Okie Track. Fwy 99 to Ave 12 off-ramp. S. of Madera. Follow signs to track. All classes incl 3-whlrs. Trophs. 30%, 100% pb. Pro. Gate 5 pm, prac. 6, race 7. Entry \$10, \$15 Pro. Watch, \$5. Info 209/439-3322 or 673-3146.

AMA D-36 SHORT TRACK

Monterey Fairgrounds, Monterey CA. All classes. Semi-Pro trophies, Pro pb and pts fund. BRA Championship Race, BRA memb. req'd. Prac. 10 am, race 11. Entry \$10, \$15 Pro. Info 605/348-8361 (Dale Friend).

July 17

BRA WYOMING MOTOCROSS

Gillette, WY. Gillette Rcw. All classes incl ATC. 30% trophies, Pro pb and pts fund. BRA Championship Race, BRA memb. req'd. Prac. 10 am, race 11. Entry \$10, \$15 Pro. Info 605/348-8361 (Dale Friend).

WASHINGTON MOTOCROSS

South Fork Foothills MX Park, South Fork, WA. 17 mi. W. of Yakima on Lower Ahtanum Rd. Turn left at Tampico. All classes. \$2000 Pro purse. Yamaha Gold Cup. Gate 8 am, prac. 9, race 10:30. Entry \$10, \$25 Pro. Trail-head O.R.V. Services. Info 509/248-1472 (Pat McCaffery).

TEXAS PRO MINI BIKE MX

Tyler, TX. Swan MX Rcw. All Mini classes. \$2040 Pro Purse, Trophs. 1st Annual Pro Mini Bike National. All money will be paid to parents, legal guardians or mechanics. Practice, 9am, race 10:30. Entry \$20 mail, \$30 track, \$25 mail Pro, \$35 track. Mail entries

to Swan MX Raceway, Rt. 6, Box 131, Tyler, TX 75704. Info 214/882-4215.

AMA OREGON MX

Sandy OR. Mt. View Rcw. 4 mi SE of Sandy. Hwy 211 to Bornstedt Rd., left to Rude Rd., right to track. All classes. 30% trophies, 100% Pro pb. Double pts. Gate 6:30 am, prac. 8, race 9:30. Entry \$10, \$15 Pro. Watch \$4, child & Senior Citizens \$2. Info 503/668-9409 (Ron Long).

OKLAHOMA TULSA MX

Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry \$8 Spts. \$12 Ex, \$4 gate. Tulsa Area Motorsports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX

Mosier Valley MX Park, Ft. Worth, TX. All classes. \$804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex prac. 1:30 p.m. Entry \$11 Spts. \$16 Ex. Gate \$5. Info 214/357-4196.

TEXAS CONROE MX

Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex race 1 p.m. Entry \$8 Spts. \$15 Ex. Gate \$4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CMC CALIFORNIA MX

Saddleback Park, Orange, CA. Fwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up & prac. 8-9, race 9:30. Entry \$10 Spts. \$15 Pro. Info 714/557-3323.

CALIFORNIA DEANZA MX

DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Spts. trophies, 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry \$6 gate + \$9 Spts. \$13 Pro; non-memb. add \$2. Info 714/653-8068, 5840, 7979.

CMC CALIFORNIA MINI MX

Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd 11 miles. New Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry \$10, yearly memb. \$15. Info 714/561-7344 (Gary), 447-9348 (Dennis).

OKLAHOMA CITY MX

Oklahoma City, OK. Intersection of I-35 & I-40; east-bound I-40 exit east-ern, west-bound I-40 exit Reno. All classes. 6 troph./class, 150% Ex p.b. Gate 8 a.m., prac. 10, race noon. Entry \$6 Spts. \$10 Ex, \$4 gate. Info 405/732-0212 (Howard).

CRC CALIFORNIA MX

Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. Brass for Spts. cash for Pros. 2 long motos. Gate 7 a.m., prac. 8, race 9:30. Entry \$12 Spts. \$15 Pro; memb. req'd. Info 213/830-7519.

CMC CALIFORNIA MX

Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet Ex. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

TEXAS ARROYO MX

Arroyo MX Park, Harlingen, TX. All classes + Enduro. Troph. to 3rd, 200% Ex p.b. Gate 8:30 a.m., prac. 10:30, race 11:30. Entry \$8 Spts. \$12 Ex. Harlingen MX Association. Info 512/428-3895.

AMA D-36 MOTOCROSS

Reno, NV. Sky Ranch Park. 11 mi. N. of I 80 off exit 18 on the Pyramid Lake Highway in Reno. All classes. Trophs., 100% Pro pb. Second of a 3 race series. Gate and sign-up 7 am, prac. 8, race 9. Entry \$12, \$20 Pro, \$4 gate. Info 702/747-6536 (Chris Bender).

CALIFORNIA FLAT TRACK

King City, CA. King City Fairgrounds. All classes incl. Odysseys and 3-whlrs. 25% CANCELLED fee pb to 1st, 2nd and 3rd. Gate 8 a.m., prac. 9, race noon. Entry \$15. Barton Promotion. Info 408/449-7367 (Jack Barton).

MONTANA SUPER CROSS AND SHORT TRACK

Billings, Mont. 1 1/2 mi. N. of Billings on Roundup Rd. All classes. Trophs, 100% Pro pb. Gate 11:30 am, prac. pm, race 2. Entry \$5, \$10 Pro, \$3 gate. Magic City Motorcycle Club. Info 406-248-8214 or 656-6216 after 6 pm.

ARIZONA DEER VALLEY MX

Deer Valley Cycle Park, Phoenix,

BADLANDS CLASSIC

\$10,000.00

MX PRO CASH PURSE

3 CLASSES 125 • 250 • OPEN

CASH PURSE BREAKDOWN EACH CLASS	
1. \$1,000.00	6. \$200.00
2. 550.00	7. 175.00
3. 400.00	8. 150.00
4. 375.00	9. 135.00
5. 250.00	10. 100.00

De Anza Cycle Park

SUNNYMEAD, CALIFORNIA

LOCATED 8 MILES EAST OF RIVERSIDE RACEWAY ON HWY. 60 — TAKE THEODORE OFF RAMP

MAIL ENTRIES TO DE ANZA CYCLE PARK • P.O. BOX 973 • SUNNYMEAD, CA 92388

I acknowledge that there are risks and dangers involved in riding and participating in contests at De Anza Cycle Park. I hereby release, acquit and forever discharge De Anza Cycle Park and the county of Riverside, their owners, lessors, officers, agents, employees, representatives and all participants who might be using De Anza Cycle Park from any liability, claims, demands, action or right of action whatsoever kind of nature in law or in equity I may have or which may accrue in favor of me or my heirs, executors, administrators and representatives or any of them in any way growing out of or resulting from or arising in connection with my presence on or in the use of De Anza Cycle Park, or properties or facilities provided for, operated or controlled by and I hereby assume all risks of any liability for damage to my person, injury or death or my property while within the confines of De Anza Cycle Park, however caused and, whether caused by negligence or otherwise I hereby give consent to whatever medical care might be provided or available on the premises. I also agree to conform and comply with all the rules and regulations of De Anza Park.

I THE UNDERSIGNED, HAVE READ THE ABOVE AND UNDERSTAND ALL THE STATEMENTS COMPLETELY.

SIGNATURE REQUIRED _____ DATE _____
IF UNDER 18 YEARS OF AGE MUST BE NOTORIZED

NAME _____ RIDING NUMBER _____

ADDRESS _____ MAKE OF BIKE _____ CC _____

CITY _____ STATE _____

ZIP _____ AGE _____

PHONE () _____

SPONSORS, CLUB, ETC. _____

PRO CLASSES (CIRCLE) 125 250 OPEN

ENTRY FEE \$100.00 EACH CLASS

MONEY ORDERS ONLY • NO PERSONAL CHECKS
ENTRY DOES NOT INCLUDE GATE FEE

MAIL ENTRY ONLY • DEADLINE JULY 16, 1983

Budweiser

KING OF BEERS

10TH ANNUAL

Budweiser

KING OF BEERS

SUMMER NIGHT

MOTOCROSS

SERIES '83

July 29
SUMMER SIZZLER '83
\$1,500 Pro Purse
\$2,500 Contingencies
LIVE MUSIC
DRAWINGS
GIVEAWAYS

August 5
Pro/Amateur Competition
Series Points

August 19
Pro/Amateur Competition
Series Points

May 6 & Sept. 30
\$2,000 Purse
(83cc, 125, 250, Open)
ENTRY FEE
\$25 Pro, \$15 Amateur

July 29
\$1,500 Purse
(125cc, 250, Open)
ENTRY FEE
\$20 Pro, \$15 Amateur

September 2
SUMMER BASH '83
\$800 Pro Purse
CONTINGENCIES
DRAWINGS
GIVEAWAYS

September 16
Pro/Amateur Competition

September 30
SUMMER BLOWOUT '83
\$2,000 Pro Purse
\$2,500 Contingencies
DRAWINGS
LIVE MUSIC
GIVEAWAYS

October 7
Pro/Amateur Competition
Double Series Points

October 21
Pro/Amateur Competition
Series Points

June 17 & Sept. 2
\$800 Purse
(83cc, 125, 250, Open)
ENTRY FEE
\$17 Pro, \$12 Amateur

ALL OTHER DATES
ENTRY FEE
\$17 Pro, \$12 Amateur

40% TROPHIES DURING SERIES

Sign-up 5 p.m.
Practice 7 p.m., Race 8 p.m.

A.M.E.
P.O. Box 1421
Reseda, Ca. 91335
(213) 881-5778

CALIFORNIA RACING CLUB PRESENTS

HOOT OWL ENDURO 1983

Easy Fun Family Enduro

SATURDAY, JULY 23, 1983

20% Trophies • Super Finisher Pins

Lucerne Valley
Night Event — Start 9 p.m.
1 LOOP

This is going to be a real easy fun event. Get those lights on and see what competing in the desert at night is like.

A.T.V.'s (3-Wheelers) Mail Entry — \$20.00
Post Entry — \$23.00

No Membership Required

Mail entries and two (2) legal size self-addressed, stamped envelopes (SASE) to: CALIFORNIA RACING CLUB, 7601 Arlington Avenue, Riverside, CA 92503. Info. (714) 689-6114 (days).

Life is a matter of timing.

Open 7 Days 714-558-1584

CMC-MX — 1st & 3rd Sundays
CRC-MX — 2nd & 4th Sundays
SMX-MX — Every Saturday

SADDLEBACK PARK

RACE Schedule

Thurs. July 14 Motocross O.C.I.R
Thurs. July 14 Odys, 3-Whlrs Corona
Fri. July 15 MX Buddy Night Corona
Thurs. July 21 Motocross O.C.I.R
Fri. July 22 MX 300% Pro P.B. Corona



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Card expires _____ Date of this order _____
Signature _____
The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL upon proper presentation. I promise to pay such TOTAL (together with any other charges due thereon) subject to and in accordance with the Agreement governing the use of such card.
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or call (213) 595-4753**

You'll always see it first in Cycle News

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Beautiful 24" x 37"
four color posters some say are
the best in the world. Send \$4.00
ea. for 1980-81-82 or send \$10.00
for all three to:

Northwest Motocross Enterprises
7100 S.W. Hampton, Suite 132
Tigard, OR 97223
Incl's. postage & handling.

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(213) 795-2711

Speedway July 15 Costa Mesa

D.D.M.C. 25th Annual
HOPETOWN
Grand Prix Sept. 3 & 4
Indian Dunes

POWER Duckworth Super Performance Chain

Available at leading dealers
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ACTIVITIES**
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NORWALK, CA 90650
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AME **AMERICAN
MOTORCYCLE
ENTERTAINMENT**
July 15-24-29
Aug. 5-14-19-28
INDIAN DUNES
AME P.O. Box 1421, Reseda, CA 91335
(213) 881-5778

CANYON
Send & Dirt Competition At It's Best
1 1/2 miles west of 99th Ave & Carefree Hwy
Phoenix, Arizona

AZ. 7th St. & Deer Valley Rd. All
classes. 33% troph., 100% Pro p.b. No
pit riding. Gate 6:30 a.m., race 8, race
9. Entry \$10 Sptsmn, \$15 Pro. Watch
\$4 adult, \$2 under-12. Phoenix Super-
cross Raceways, Inc. Info 602/867-
4769 (John).

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from
Fort Worth to Hardgrove Lane, east 2
mi. and turn right after bridge. All
classes. Troph. thru 6th, \$1,200 purse
paid per moto and overall (200% p.b.
if less than 10 riders/class). No pit
riding or late prac. Gate 7 a.m. Split
sched: Nov prac. 8-8:30, Mini prac.
8:30-8:45, 1st race 9; Int & Ex prac.
approx. 12:30 p.m., race 1. Gate \$5,
under-10 & over-60 free. Entry \$10
Sptsmn, \$20 Ex. Info 817/295-8908,
295-1760.

CMC CALIFORNIA MOTOCROSS
Watsonville, CA. Santa Cruz County
Fairgrounds. Hwy 152-Hecker Pass
Rd. All classes. 30% trophs., 100%
Pro pb. All natural terrain track. Gate 6
am, prac. 8, race 9:30. Entry \$10, \$15
Pro, \$5 gate. ZAP Promotions. Info
408/274-2053 (Larry Kleist).

AMA D-36 MOTOCROSS
Dixon, CA. Argyll Park, 11 mi. S. of
Dixon, Hwy. 113. All classes. Trophs.,
bonuses, 100% Pro pb. Race 6, D-36
Pacific Coast Championship Series.
Gate 6:30 am, sign-up 7, prac. 7:30,
first race 9. Entry \$15, \$20 Semi-Pro,
plus \$5 park fee. Info 916/678-3592 or
678-9956 (Buel Campbell).

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA.
I-5 S to Palomar Airport Rd, east 3 mi.
to raceway. All classes. 30% troph.
Gate 7 a.m., sign-up 7, prac. 8, race 9.
Entry \$10 Sptsmn, \$15 Pro (\$10 to
p.b.). Info 714/557-3323.

July 20

CMC CALIFORNIA MOTOCROSS
Chula Vista, CA. South Bay Speed-
way Park 117. I 805 or I 5 S. to
Junction 117, go 5 1/2 mi. east (end of
Brown Field Airport). All classes
incl. ATC and Odysseys. 30%
trophs., 100% Pro pb. CMC license
reqd. 9 race series every Wednesday
night. Sign-up 5-7 pm, prac. 6-7, first
race 7:30. Entry \$12, watch \$4.50,
6-12 \$2.50, child free. Info 619/
690-8414.

July 21

AMA PRO-AM SHORT TRACK AND TT
Ascot Raceway, Gardena, CA.
Where the Harbor, San Diego and 91
Fwys. meet. Classes, 250cc Nov. Pro,
500cc Jr. Pro, 250, 500cc and Vets' 1/2
Amateur. \$200 Pro Nov. purse plus 1/2
of entry pb. \$200 Pro Jr. purse plus 1/2
of entry pb. AMA D-37 Amateur pts.
Pro-Am riders race with Pros for pts.
and money. Sign-ups 5-6:30 pm, race
7:30. Entry \$15, \$10 Amateur. Front
gate \$5.50, \$3.50, \$2. Info 213/
316-1291.

July 22

CALIFORNIA MOTOCROSS
Great American Raceway, Santa
Clara, CA. Corner of Hwy 237 and
Great America Pkwy. in Santa Clara.
All classes. The Great American
Summer Series. \$10,000 in series
prizes and cash. \$1000 guaranteed to
Pros, 100% pb. Bonus trophs. Entry
\$15, \$30 Pro, \$5 watch. Info 415/
886-5413 (Ken Birchfield)

CRC INDIAN DUNES NIGHT MX
Indian Dunes Rcw., Valencia, Ca.
I-5 to Hwy 126. All classes. 30%
trophs, Pro pb. Memb. reqd. Sign-in 6
pm, prac. 7, race 8. Entry \$12, \$15
Pro. Info 213/830-7519.

July 23-24

AMA OREGON SUPERBIKE 100
Portland International Rcw, Port-
land, OR. Ticket prices: Super ticket
\$12, Sat. adm. \$5, Sun. adm. \$10.
Child under 12, half price, under 6
free. Sat. gates open 8:30 am, prac.
9-12, qualifying heat races 1-5. Sun-
day, gates open 8:30 am, race starts
10:30. Ticket info 503/285-6635.

July 23

CRC FAMILY ENDURO
Lucerne Valley, CA. All classes.
20% trophs., finisher pins. No pts., no
memb. reqd. Start time 9 pm. Entry
\$20 mail, \$23 post. Info 714/689-
5114.

MONTANA CYCLE DRAGS
Billings, MT. Hillclimb Grounds. I 90
to exit #446 West Billings to City
Center-Truck Rt. Turn at Husky Truck
Stop or S. Billings Blvd., across I 90 &
Yellowstone River, left at Blue Basket
store, follow signs. All classes. \$2500
purse. Sign-up ends 11 am, riders
meeting 11:30, race 12 noon. Entry
\$20 mail, \$30 day of event. Billings
M/C Club. Info 406/252-7372 or
656-4828.

MONTANA DIRT CYCLE DRAGS
Billings, MT. Billings Motorcycle
Club Hill Climb Grounds, take S. Bil-
lings Blvd. across Yellowstone River,
turn left at Blue Basket Store. All
classes, two divisions per class.
\$2500 purse. Street bikes, rubber
tires only for all classes. Dirt bikes, no
paddles or chains. Drags start at 12
noon sharp. Entry \$20 pre, \$30 day of
event. Billings Motorcycle Club. Info
406/252-7372 (Darrell Devitt).

AMA D-36 SHORT TRACK
Lodi Cycle Bowl, Lodi, CA. 250cc
and 500cc classes, handicap races.
Gate 5 pm, sign-up 6-7, prac. 6, race
8. Entry \$10, \$13 Semi-Pro, \$4 watch.
Under 12 free. Info 209/931-3722.

July 24

MONTANA CHAMPIONSHIP HILL CLIMB
Billings, MT. Hillclimb Grounds. I 90
to exit #446 West Billings to City
Center-Truck Rt. Turn at Husky Truck
Stop or S. Billings Blvd., across I 90 &
Yellowstone River, left at Blue Basket
store, follow signs. Four classes, 0-
600, 601-Open, Advanced, Unlimited.
\$5000 purse. \$100 for new Hill
record. Advance class winner is State
Champion. Sign-up ends at 8 am, rid-
ers meeting 8:30, Hill Climb 9. Entry
\$25 mail, \$35 day of event. Gate fee
\$4. Billings M/C Club. Info 406/252-
7372 or 656-4828.

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20, 2 mi.
to CR 471, right 2 mi. & turn left. All
classes. Troph. to 5th, \$1005 Ex.
purse (15 rider min./class), 100% Pro
p.b. if less than 15. Concessions.
Camping & elec. hookups. Gate 5 a.m.,
Split program: Nov prac. 8, race 9:30;
Int & Ex prac. approx. 1:00 p.m., race
1:30. Entry \$5 gate (under-6 and over-
60 free), \$10 Sptsmn, \$20 Ex. Info
214/882-4215 (Bill).

AMA WASHINGTON MX
Washougal, WA. follow signs from
Washougal to MX park. All classes.
33% trophs, 100% Pro pb. Gate 7 am,
prac. 8:30, race 10. Entry \$10, \$15
Pro, \$4 watch. Info 503/620-5301 or
472-2475.

CMC CALIFORNIA MOTOCROSS
Brentwood, CA. Corner of Camino
Diablo and Vasco Rds. All classes.
Gate 6:30, sign-in 7, race 9. Entry
\$15, \$20 Pro, watch \$5. Info 415-
798-5685 or 634-3328.

CALIFORNIA FLAT TRACK
King City, CA. King City Fairgrounds,
All classes incl. Odysseys and 3-
whlrs. 25% of CANCELED fee pb to 1st, 2nd
and 3rd. 6 a.m. prac, 9, race noon.
Entry \$15. Barton Promotion. Info
408/449-7367 (Jack Barton).

**AMA KANSAS PRO HALF MILE FLAT
TRACK**
Norton Fairgrounds Speedway, Nor-
ton, KS. All classes. \$2000 purse.
\$100 guarantee to all Nat. no. against
winnings. \$50 guarantee to any Ex.
against winnings. Gate 4 pm, time
trials 6 pm, race 8. Info 316/
225-7041.

ARIZONA 100 MILE ENDURO
Flagstaff, AZ. Hwy. 89 N. of Flag-
staff, approx. 13 mi. N. All classes.
Approved spk. arrestors, AMA rules
and timing, 2 gas stops, elevation
6000-10,000 ft. Sign-up 6-7 am, first
rider out 8. Entry before July 9, \$25,
\$30 post. Coconino Trail Riders. Info
602/526-9050 (Greg Neal).

CMC SAND HILL MX
Brentwood, CA. Corner of Camino
Diablo and Vasco Rds. All classes.
Trophs, contingencies, purse. Second
Annual Double Pts. Championship.
Gate 6:30 am, sign-in 7, race 9. Entry
\$20, \$30 Pros. Info 415/798-5695
or 634-3328.

CRC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy
55 to Chapman exit, east 7 mi. to
Santiago Canyon Rd, right to county
fire station, left on rd past fire station.
All classes. 30% brass to Sptsmn,
cash p.b. to Pros. 2 motos. Gate 7
a.m., prac. 8, race 9:30. Entry \$12
Sptsmn, \$15 Pro; CRC memb. reqd.
California Racing Club. Info 213/
830-7519.

OKLAHOMA MX
Motorcycle Raceways, Inc., Okla-
homa City, OK. Between I-40 & I-240,
exit S. Douglas to S.E. 59th & turn
east. All classes. Gate 9 a.m., prac.
10:30, race 11:30 or noon. Info 405/
681-9492 (Tommy).

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA.
I-5 S to Palomar Airport Rd, east 3 mi.
to raceway. All classes. 30% troph.
Gate 7 a.m., sign-up 7, prac. 8, race 9.
Entry \$10 Sptsmn, \$15 Pro (\$10 to
p.b.). Info 714/557-3323.

OKLAHOMA JUNIPER MX
Juniper MX, McAlester, OK. Tulsa
Turnpike (75) north on 69 (not Bus.
69), east at Exit 113. All classes.
Troph. through 6th, 150% Ex p.b. Sign
in 8 a.m., prac. 9-10, race 10:30. Entry
\$8 Sptsmn, \$15 Ex, \$4 gate. Info
918/426-4533 (McAlester Kawasaki).

CALIFORNIA SUNRISE MX
Sunrise Valley Cycle Park, Ade-
lanto, CA. 2 mi. north of town on Hwy
395. All classes. 50% Mini/Vet troph.,
50% cash p.b. to Vet/Ex. Free O/N
parking. Gate 7:30 a.m., race 9:30.
Info 714/245-7339.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnyvale,
CA. 10 mi. east of Riverside on Hwy
60 to Theodore exit. All classes. 30%
same day Sptsmn troph., 100% Pee
Wee troph. Everybody goes 2 motos.
Free camping. Park open 7 days. Gate
6 a.m., prac. 8:30, race 9:30. Entry \$6
gate + \$9 Sptsmn, \$13 Pro; non-
memb. add \$2. Info 714/653-8068,
5840, 7979.

TEXAS AUSTIN MX
Austin Motorsports Raceway, Aus-
tin, TX. U.S. 183 S to Smith Rd (south
of Motorola plant), Howard Rd 1 1/2 &
watch for signs. All classes. 50%
troph. through 5th, 200% Ex p.b. Con-
cessions, free camping & fishing. Split
schedule: Nov sign up 7 a.m., prac. 8,
race 9; Int/Ex sign up noon, race 1:30.
Gate \$5 adult, under-8 free. Entry \$10
Sptsmn, \$15 Ex. Info 512/443-7627,
327-5254 (Rocky).

TEXAS LAKE WHITNEY MX
Lake Whitney Cycle Ranch, Whit-
ney, TX. On FM 2960 of Hwy 22, west
of Whitney. All classes. Troph. through
8th, \$1,170 guaranteed purse. Split
sched: Nov 9 a.m., Int/Ex approx. 1:30
p.m. Camping \$2/vehicle, gate \$4.
Entry \$8 Am, \$10 Ex. Info 713/482-
7593, 817/694-2901.

AME CALIFORNIA MX
Indian Dunes Cycle Park, I-5 to Hwy
126, Valencia, CA. All classes. Pro
p.b. & 30% Sptsmn troph. Gate 7 a.m.,
prac. 8, race 9. Entry \$12 Sptsmn, \$17
Pro (\$15 to p.b.); AME memb. reqd.,
avail at track (\$20). American Moto-
cross Enterprises, Inc., P.O. Box 1421,
Reseda, CA. 91335. Info 213/
881-5778.

**MONTANA STATE CHAMPIONSHIP
HILL CLIMB**
Billings, MT. Billings Motorcycle
Club Hill Climb Grounds. Take S. Bil-
lings Blvd. across Yellowstone River,
turn left at Blue Basket Store. All
classes. \$5000 guaranteed purse.
Max. length from front axle to rear
axle is 66 inches. Hill climb starts at 9
am. Entry \$25 pre, \$35 day of event.
Billings Motorcycle Club. Info 406/
252-7372 (Darrell Devitt).

D-37 SHORT TRACK AND TT
Orange, CA. Saddleback Park,
2501 Santiago Rd. All classes. 30%
trophs, 80% Pro pb. Class C traction.
Gate 7 am, Sign-up 7:30-9:30, prac.
9:30-10:00. First race 10. Entry Dist.
\$10, non-Dist. \$12. Pro money \$15,
rider and bikes \$7. Lightweights M/C.
Info 714/771-3809.

D-37 EURO SCRAMBLES
Barstow, CA. Hodge Rd. exit, 15 mi.
S. of Barstow, 15 Frwy. All classes
plus ATC. All races 1 hr. First race, 8
am. Entry \$14. Info 213/963-4651
(Bob).

AMA D-36 CALIFORNIA MOTOCROSS
Prairie City OHV Park, S. of Prairie
City Rd. off of Hwy. 50. All D-36
classes. 100% Pro pb. trophs, \$10 gift
cert. to all Nov. winners. Gate 6:30
am, prac. 7:30, race 9. Entry \$15, \$20
Ex, \$5 watch. DeMello MX Park. Info
916/ 722-0355 (Vasco DeMello).

July 26

KANSAS SEMI PRO SHORT TRACK
Colby KS., Colby Fairgrounds. All
classes. Trophs, \$1000 purse. Gate 6
pm, prac. 7, race 8. Entry \$7 Pit Pass,
\$5 each class. Checkered Flag Pro-
ductions. Info 316/225-7041 or race day
913/462-6653 (Ed Beckley).

KANSAS OUTLAW SHORT TRACK
Colby Fairgrounds Speedway, Colby,
KS. Classes 250-500cc and Open.
\$1000 purse-full insurance. Gate 6
pm, race 8. Info 316/225-7041.

July 27

BELL/JOHAR MOTOCROSS SERIES

Gardena, CA. Ascot Rwy. where the Harbor, San Diego and 91 Frwys. meet. All classes. Overall Pro point fund. Entry \$12 incl. gate fee. CMC sanctioned. Info 714/557-3323.

CMC CALIFORNIA MOTOCROSS
Chula Vista, CA. South Bay Speedway Park 117. 1 805 or 1 5 S. to Junction 117, go 5 1/2 mi. east (end of Brown Field Airport). All classes incl. ATC and Odysseys. 30% trophies. 100% Pro pb. CMC license reqd. 9 race series every Wednesday night. Sign-up 5-7 pm, prac. 6-7, first race 7:30. Entry \$12, watch \$4.50, 6-12 \$2.50, child free. Info 619/690-6414.

July 30

CMC NIGHT MOTOCROSS
Madera, CA. Little Okie Track. Frwy 99 to Ave 12 off-ramp. S. of Madera. Follow signs to track. All classes incl 3-whlrs. Trophs. 30%, 100% pb. Pro. Gate 5 pm, prac. 6, race 7. Entry \$10, \$15 Pro. Watch, \$5. Info 209/439-3322 or 673-3146.

AMA D-36 SHORT TRACK
Lodi Cycle Bowl, Lodi, CA. 250cc and 500cc classes, handicap races. Gate 5 pm, sign-up 6-7, prac. 6, race 8. Entry \$10, \$13 Semi-Pro, \$4 watch. Under 12 free. Info 209/931-3722.

July 31

MONTANA SUPER CROSS AND SHORT TRACK
Billings, Mont. 1 1/2 mi. N. of Billings on Roundup Rd. All classes. Trophs. 100% Pro pb. Gate 11:30 am, prac. 12:30 pm, race 2. Entry \$5, \$10 Pro, \$3 gate. Magic City Motorcycle Club. Info 406-248-8214 or 656-6216 after 6 pm.

CALIFORNIA FLAT TRACK
King City, CA. King City Fairgrounds. All classes incl. Odysseys and 3-whlrs. 25% of fee pb to 1st, 2nd and 3rd. Gate 7 am, prac. 9, race noon. Entry \$15. Barton Promotion. Info 408/449-7367 (Jack Barton).

AMA D-36 MOTOCROSS
Reno, NV. Sky Ranch Park. 11 mi. N. of 180 off exit 18 on the Pyramid Lake Highway in Reno. All classes. Trophs., 100% Pro pb. Third of a 3 race series. Gate and sign-up 7 am, prac. 8, race 9. Entry \$12, \$20 Pro, \$4 gate. Info 702/747-6536 (Chris Bender).

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry \$6 gate + \$9 Sptsmn, \$13 Pro; non-memb. add \$2. Info 714/653-8068, 5840, 7979.

CMC MEXICO MOTOCROSS
Ensenada, Mexico. Los Coyotes Ranch, 10 mi. N. of Ensenada. All classes. Cash purse, Pros., contingencies, double pts., Pro. Prac. on Sat. 5:30 to 7 pm. Gate on Sun. 6 am, prac. 8, races start 9:30. Gate fee \$4. Info 714/557-3323.

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20, 2 mi. to CR 471, right 2 mi. & turn left. All classes. Troph. to 5th, 100% Ex. purse (15 rider min./class), 100% Pro p.b. if less than 15. Concessions. Camping & elec. hookups. Gate 5 a.m., Split program: Nov prac. 8, race 9:30; Int & Ex prac. approx. 1:00 p.m., race 1:30. Entry \$5 gate (under-6 and over-60 free), \$10 Sptsmn, \$20 Ex. Info 214/882-4215 (Bill).

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph. thru 6th, \$1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov prac. 8-8:30, Mini prac. 8:30-8:45, 1st race 9; Int & Ex prac. approx. 12:30 p.m., race 1. Gate \$5, under-10 & over-60 free. Entry \$10 Sptsmn, \$20 Ex. Info 817/295-8908, 295-1760.

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. \$804 guaranteed Ex. purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex prac. 1:30 p.m. Entry \$11 Sptsmn, \$16 Ex. Gate \$5. Info 214/357-4196.

OKLAHOMA CITY MX
Oklahoma City, OK. Intersection of I-35 & I-40; east-bound I-40 exit east-ern, west-bound I-40 exit Reno. All classes. 6 troph./class, 150% Ex p.b. Gate 8 a.m., prac. 10, race noon. Entry \$6 Sptsmn, \$10 Ex, \$4 gate. Info 405/732-0212 (Howard).

CRD INDIAN DUNES NIGHT MX
Indian Dunes, Rwy., Valencia, CA.

I-5 to Hwy 126. All classes. 30% trophies. Pro pb. Memb. reqd. Sign-in 6 pm, prac 7, race 8. Entry \$12, \$15 Pro. Info 213/830-7519.

CALIFORNIA MOTOCROSS
De Anza Cycle Park, Sunnymead, CA. 8 mi. E. of Riverside Rwy on Hwy. 60, Theodore off ramp. 3 classes, 125, 250, Open. \$10,000 guaranteed Pro cash purse. Mail entries only, no post entries. Entry fee, \$100 each class. Mail deadline July 16. Mail entries to De Anza Cycle Park, P.O. Box 973, Sunnymead, CA., 92388. Info 714/653-5840, evenings or 653-7979 weekends.

CALIFORNIA GRAN PRIX
Indian Dunes, Valencia, CA. 2 mi. W. of I-5 on Hwy 126. All classes incl. ATV. 20% trophies, finisher pins. Gate 7 am, first race 9. Entry \$10 if mem, \$13 if non-mem, add \$2 for post. Desert Buick Racing Assoc. Info 213/371-2910 or 675-6155 (Larry Robertson, Bryan DeWald).

ADRA ARIZONA 100
Flagstaff, AZ. All classes incl. 3-wheel. 30% trophies, up to 5 places. Added money for 3-wheel - \$1000 purse. 30 different classes for bikes and 3-wheelers. 2nd Annual Cinder Mountain 100. First race 8:00 am. Entry \$37 Ex. mem., \$42 non-mem. Info 602/252-1900 (Phil Auerheimer).

CMC CALIFORNIA MOTOCROSS
Watsonville, CA. Santa Cruz County Fairgrounds. Hwy 152-Hecker Pass Rd. All classes. 30% trophies. 100% Pro pb. All natural terrain track. Gate 6 am, prac. 8, race 9:30. Entry \$10, \$15 Pro, \$5 gate. ZAP Promotions. Info 408/274-2053 (Larry Kleist).

CMC CALIFORNIA MOTOCROSS
Brentwood, Ca. Corner of Camino Diablo and Vasco Rds. All classes. Gate 6:30, sign-in 7, race 9. Entry \$15, \$20 Pro, watch \$5. Info 415 798-5685 or 634-3328.

SRA CARLSBAD GP
Carlsbad Raceway, Carlsbad, CA. I-5 S. to Palomar Airport Rd., East 3 mi. to Rwy. all classes incl. ATC-Ody. 20% trophies, finisher pins. Entry \$12 mail, \$15 post. SRA license reqd. 0-200cc, ATC-Ody prac. in am, race in am, 201-Open, Sen-Vets prac in pm, race in pm. Info 714/828-1358 or 213/593-8829 (Marty Fisher).

AMA PRO HALF MILE
Dodge City Speedway, Dodge City, KS. \$2500 purse. Info 316/2257041.

DBRA CALIFORNIA GRAN PRIX
Indian Dunes Rwy, Valencia, CA. All classes. 20% trophies, finisher pins. All classes race 30 min., plus 1 lap. Parade lap, 8:30 am. Entry Mem. \$10, Non Mem. \$13, post add \$2. Gate fee \$7, or mail entries to DBRA, 5319 W. 124th St., Hawthorne, CA. 90250. Mail entries close 7/24. Info 213/679-7201 or 213/371-2910.

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd. right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up & prac. 8-9, race 9:30. Entry \$10 Sptsmn, \$15 Pro. Info 714/557-3323.

August 3

BELL/JOHAR MOTOCROSS SERIES
Gardena, CA. Ascot Rwy, where the Harbor, San Diego and 91 Frwys. meet. All classes. Overall Pro point fund. Entry \$12 incl. gate fee. CMC sanctioned. Info 714/557-3323.

CMC CALIFORNIA MOTOCROSS
Chula Vista, CA. South Bay Speedway Park 117. 1 805 or 1 5 S. to Junction 117, go 5 1/2 mi. east (end of Brown Field Airport). All classes incl. ATC and Odysseys. 30% trophies. 100% Pro pb. CMC license reqd. 9 race series every Wednesday night. Sign-up 5-7 pm, prac. 6-7, first race 7:30. Entry \$12, watch \$4.50, 6-12 \$2.50, child free. Info 619/690-6414.

August 6

MONTANA SHORT TRACK
Billings, MT. 1 1/2 mi. N. of Billings on Roundup Rd. All classes. Trophs. 100% pb to some classes. Class C rules. Gate 2 pm, prac. 3, race 4. Entry \$10 for pb, \$5 for mini. All riders pay \$3 gate fee. Magic City Motorcycle Club. Info 406/248-8214, 656-6216 after 6 pm.

BRA SOUTH DAKOTA MOTOCROSS
Rice Rwy, Hwy. 79, Rapid City, SD. All classes incl. ATC. 30% trophies. Pro pb and pts. fund. BRA Champions Point Race. BRA mem. reqd. Prac. 10 am, race 11. Entry \$10, \$15 Pro; Info-

605/348-8361 (Dale Friend).

AMA D-36 SHORT TRACK
Lodi Cycle Bowl, Lodi, CA. 250cc and 500cc classes, handicap races. Gate 5 pm, sign-up 6-7, prac. 6, race 8. Entry \$10, \$13 Semi-Pro, \$4 watch. Under 12 free. Info 209/931-3722.

August 7

BRA SOUTH DAKOTA MOTOCROSS
Sturgis Rwy, Sturgis, SD. I-90 W. Sturgis exit. All classes. 30% trophies. Pro pb and pts. fund. BRA Championship Points Race. BRA membership reqd. Prac. 10 am, race 11. Entry \$10, \$15 Pro. Info 605/348-8361 (Dale Friend).

CALIFORNIA FLAT TRACK
King City, CA. King City Fairgrounds. All classes incl. Odysseys and 3-whlrs. 25% of fee pb to 1st, 2nd and 3rd. Gate 7 am, prac. 9, race noon. Entry \$15. Barton Promotion. Info 408/449-7367 (Jack Barton).

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry \$8 Sptsmn, \$12 Ex, \$4 gate. Tulsa Area Motorsports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. \$804 guaranteed Ex. purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex prac. 1:30 p.m. Entry \$11 Sptsmn, \$16 Ex. Gate \$5. Info 214/357-4196.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex race 1 p.m. Entry \$8 Sptsmn, \$15 Ex. Gate \$4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd. right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up & prac. 8-9, race 9:30. Entry \$10 Sptsmn, \$15 Pro. Info 714/557-3323.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry \$6 gate + \$9 Sptsmn, \$13 Pro; non-memb. add \$2. Info 714/653-8068, 5840, 7979.

TEXAS AUSTIN MX
Austin Motorsports Raceway, Austin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd 1 1/2 & watch for signs. All classes. 50% troph. through 5th, 200% Ex. p.b. Concessions, free camping & fishing. Split schedule: Nov sign up 7 a.m., prac. 8, race 9; Int/Ex sign up noon, race 1:30. Gate \$5 adult, under-8 free. Entry \$10 Sptsmn, \$15 Ex. Info 512/443-7627, 327-5254 (Rocky).

ARIZONA DEER VALLEY MX
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes. 33% troph., 100% Pro p.b. No pit riding. Gate 6:30 a.m., prac. 8, race 9. Entry \$10 Sptsmn, \$15 Pro. Watch \$4 adult, \$2 under-12. Phoenix Supercross Raceways, Inc. Info 602/867-4769 (John).

CMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd 11 miles. New Beg. class. 0/N camping & concessions. Sign up closes 7:30 sharp. Entry \$10, yearly memb. \$15. Info 714/561-7344 (Gary), 447-9348 (Dennis).

CRD INDIAN DUNES MX
Valencia, CA. Indian Dunes Cycle Park. I-5 to Hwy 126. All classes. Trophs., Pro pb. Gate 7 am, prac. 8, race 9:30. Entry \$12, \$15 Pro. Info 213/830-7519.

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph. thru 6th, \$1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov prac. 8-8:30, Mini prac. 8:30-8:45, 1st race 9; Int & Ex prac. approx. 12:30 p.m., race 1. Gate \$5, under-10 & over-60 free. Entry \$10 Sptsmn, \$20 Ex. Info 817/295-8908, 295-1760.

August 10



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Pro \$15
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SRA Schedule

July 31 — Carlsbad G.P.
August 21 — Indian Dunes
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1983 Race Schedule

July 30/31 — Sears Point
Aug. 6/7 — Riverside
Aug. 14 — Sears Point

12422 Timber Creek Lane (213)
Cerritos, CA 90701 926-2583

RESULTS

Mosier Valley Motocross Arlington, TX June 12, 1983 By Janie Waters

PRO	
Randall Tarter	Mai
Paul Paynter	Yam
Mitch Millson	Hus
Matt Bracken	Hon
David Greenhill	KTM
Marty Layland	Hus
OPEN EX	
Bruce Hallmark	Hon
J.J. Jacobson	Mai
Drew Cooksey	Mai
Brandt Lucido	Hon
Robert Walls	Yam
Lonnie Vann	Yam
250 EX	
Dana Wright	Yam
Tod Myers	Yam
Lennie Faulk	Mai
Bart Spears	Yam
Larry Dodson	Mai
Dave Cleveland	Yam
OVER 30 EX	
Harold Kendrick	Mai
Ed Terrell	Yam
Gene Pannell	Yam
David Folmer	Yam
Danny Goode	Yam
Dwight Leatherwood	Mai
200 EX	
Joe Smith	Yam
Ted Elmore	Yam
Alan Johnson	Yam
Gerald Flippen	Kaw
Ken Watkins	Kaw
Ray Waits	Kaw
125 EX	
Dean Lane	KTM
Bobby Thomason	Yam
D.L. Wood	Yam
Matt Smith	Yam
Vic Isom	Yam
Larry Crenshaw	Yam
250b INT	
Mike Davis	Yam
Tom Ehmke	Yam
Kelly George	KTM
Don Pierce	KTM
David Campbell	Hon
Mike Bruce Jr.	Yam
OVER 30 JR	
Ronnie Mullins	Hon
David Hartig	Yam
Bill Fisher	Yam
Joe Pannell	Yam
Don Ehmke	Yam
Larry Bartoli	Suz
OPEN AM	
Scott Simpson	Hon
Roger Mora	Yam
Marlon Dickson	Yam
David Horton	Yam
J.D. Carpenter	Yam
Brad Pollock	Yam
250 AM	
Wes Smallwood	Hon
David Thompson	Yam
Rick Hillhouse	Hon
Rodney Young	Mai
Eddie Duncan	Yam
Craig Holmes	Hon
125 AM	
Doug Mathney	Yam
Brad Brown	Yam
Bryan Bulla	Suz
Roy Thacher	Yam
Steve Parcels	Hon
Danny Marlow	Yam
200 AM	
Rod Ransom	Kaw
Steve Gillis	Hon
John Coughnower	Hon
Stormy Sims	Yam
Micheal Dorethy	Yam
Ray Hoernke	Yam
BIG BIKE OVERALL	
Dana Wright	Yam
SMALL BIKE OVERALL	
Dean Lane	KTM

SMX Motocross Orange, CA June 11, 1983 By Lee Kober

OPEN PRO	
Greg Zitterkopf	Yam
Greg Torgerson	Yam
Terry Hobbs	Mai
250 PRO	
Jim Tarantino	Hon
Vince McMahon	Yam
Mike Beier	Yam
125 PRO	
Gary Bowman	Suz
Doug Dubach	Suz
Brian Maloney	Yam
OPEN INT	
Roland Rodriguez	Mai
Art Gersies	Hon
Paul Huffman	Hon
250 INT	
Steve Weidler	Hon
Ernie Becker	Hon
Derek Borg	Yam

125 INT	
Mark Toyama	Yam
Richard Fleming	Yam
Kurt Hendrickson	Yam
OPEN NOV	
Gary Martini	Hon
David Blosser	Yam
Larry White	Yam
250 NOV	
Brady Helm	Suz
Greg Groom	Suz
Jeff Lysdale	Suz
125 NOV	
Derek Nye	Hon
Jim Perry	Hon
Greg Wolf	Hon
250 BEG	
Ken Beam	Suz
Fred Cowels	Mai
Mike Howard	Suz
OPEN BEG	
Richard Shane	Hon
Greg Whitfield	Yam
Bengt Johnansen	Hon
125 BEG	
Terry Coutee	Yam
John Schibinger	Hon
Mark Smidt	Hon
WOMEN	
Kim Douglas	Kaw
Karen Leitinger	Suz
Charlene Ho	Yam
VET EX	
Alan Olsen	Yam
Ken Ratzloff	Hon
Jim Beltinck	Yam
VET INT	
George Lazenby	Hon
John Tartaglia	Mai
Jim Draves	Hon
MINI NOV	
Craig Miller	Suz
Robby Gordon	Yam
Don Burke	Kaw

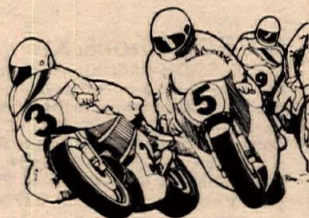
Portland Inter- national Raceway Motocross Portland, OR June 23, 1983 By Brian Barnes

POWDER PUFF	
Tricia Lyons	Yam
Cheryl Portney	Kaw
WEE PEE WEE	
Matthew Schweitzer	Hon
PEE WEE JR	
Travis Markell	Yam
Chris Cates	Yam
PEE WEE EX	
Justin Stanning	Kaw
Chris Fleming	Kaw
MINI JR DIV 1	
Clint Washburn	Kaw
Simon Lawton	Kaw
Chad Bolte	Kaw
MINI JR DIV 2	
Justin Stanning	Yam
David Browning	Hon
Jason Schiele	Hon
MINI INT	
Tyler Waddington	Kaw
Darren Rogers	Yam
100 C	
Tim Bolte	Yam
Shane Courtney	Yam
100 B	
Craig Clark	Yam
David Ingwood	Yam
125 JR	
Doug Gravelle	Yam
Jim McIntosh	Yam
Mike Pennick	Kaw
125 INT	
Mike Lee	Hon
Glenn Hunter	Suz
Kevin Tomasini	Hon
125 PRO	
Jere Meeker	Yam
250 JR	
Tom Irwin	Hon
Mark Yulma	Yam
Ray Gamon	Hon
250 INT	
Steve Hiersche	Hon
David Fox	Yam
Bob Hamilton	Hon
250 PRO	
Mark Spooner	Yam
Reid Goldmann	Yam
OPEN JR	
James Knight	Mai
Robert Portnoy	Yam
Bill Crenshaw	Hon
OPEN INT	
Mike Hickman	Hon
David Cotter	Yam
OPEN PRO	
Steve Smith	Suz
Arne Hettman	Hon
OT NOV	
Carl Waddington	Yam
Tom Harmon	Yam
OT INT	
Jerry Hiersche	Kaw
Clarence Pitts	Hus
OTH NOV	
Daryl Spencer	Yam
Larry Cate	Hon

OTH INT	
Jack Monteith	Yam
Richard Duncan	Kaw
OTH EX	
Mike Hickman	Hon

Seattle International Raceway AMA Motocross Kent, WA July 1, 1983 By Sue Sykes

PEE WEE B	
Brent Cummings	Hon
Chase Glidden	Yam
Mike Hurst	Hon
PEE WEE C	
Ginger Lee Nelsen	Yam
MINI A	
Oren Bray	Kaw
Chris Staley	Yam
Rick Fauver	Kaw
MINI B	
Derek Hughes	Hon
Cory Waldo	Kaw
Jason Enderson	Hon
MINI C	
Mark Conklin	Yam
Cheryl Portnoy	Kaw
Wayne Dixon	Kaw
100 A	
Les Yocum	Suz
100 B	
Garret Powers	Yam
125 PRO	
Cory Klautdt	Hon
125 A	
Tom Sowards	Hon
Mark Ranz	Kaw
Brad Kesselring	Yam
125 B	
Erik Kelly	Suz
Mike Enderson	Hon
Robert Wilson	Yam
125 C	
Scott Kingma	Hon
John Hobson	Yam
Dan Pearson	Yam
250 PRO	
Cory Klautdt	Hon
Logan Edrington	Kaw
250 A	
Rodney Solberg	Yam
Charlie Mitchell	Hon
250 B	
Kevin Bethards	Hus
Ed Anderson	Hon
Delane Jordan	Hon
250 C	
David Rhodes	Hus
David Phillips	Hon
Rich Schwehm	Yam
OPEN PRO	
Mike Mohrbacher	Hus
Gard Hollinger	Mai
Rodney Jensen	Mai
OPEN A	
Charlie Mitchell	Hon
Michael Crater	Hon
OPEN B	
Rick Barber	Yam
Ron Wallace	Hon
Brian Bertsch	Suz
OPEN C	
Kim Kuipers	Hon
Kevin Doyle	Hus
OTH B	
Kenneth Young	Suz
Bill Hansen	KTM
OT B	
Ernie Long	Hon
John Green	Hon



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Experienced Layout/Paste-up person for busy weekly newspaper, CYCLE NEWS. Ability to design and spec type, speed and accuracy important. Mon.-Fri. 9 a.m. to 5 p.m. Long Beach area, excellent compensation package. Call (213) 427-7433 for immediate appointment. (528-29)

Yamaha Partsperson Wanted

Experience necessary. BELLFLOWER YAMAHA (213) 925-5097. (221/TFN)

HONDA Mechanic Needed

Must have experience. Work in beautiful Ventura, Calif. Good pay for right man. Apply to Service Manager, BARBER HONDA, 3650 E. Main St., Ventura, CA 93003. (805) 642-0276. (227/NSW)

SALES REPS WANTED

Join our growing list of independent Sales Reps. Choice areas open in Southern Calif. Add to your current line or start fresh! Ask for Jeff (213) 424-1205. (127-28X)

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Experienced on AM Varityper Comp/Edit 5400 equipment, for a busy weekly newspaper in Long Beach. Must be fast and accurate. Mon.-Fri. 9-5 p.m. Excellent benefits; salary commensurate with experience. Call (213) 427-7433 for appointment. (527)

Motorcycle Mechanic Wanted

Experienced, with tools. GROW WITH US! We work on all machines. Excellent salary plus commission. THE OUTRIDER OF L.A., 10545 W. Pico Blvd., Los Angeles, CA 90064. Call Harry: (213) 879-3350. (225-27)

Anaheim Honda/Kawasaki

Experienced mechanic and parts person wanted. (714) 778-6700. (527-28)

MECHANIC WANTED

Must have five years experience plus own tools. Able to do repairs on all Japanese motorcycles. We must be able to verify past employment record with previous motorcycle dealerships. Call Wayne (813) 332-3406. (127/NSEX)

Mechanic & Parts Person Needed

Must have Yamaha/Kawasaki experience. FOOT-HILL YAMAHA/KAWASAKI. (213) 352-3277, ask for Art Sr. (221/TFN)

'82 YZ 250G Yamaha*\$795
Excellent condition, MUST SELL! (714) 628-3480. (327-28)

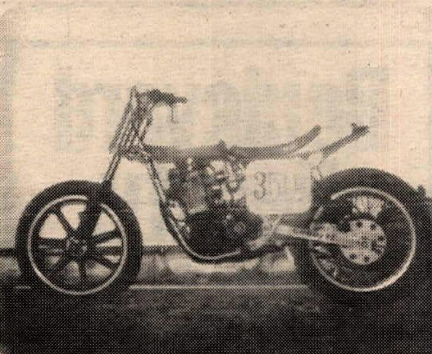


Yipes Honda Pipes

WHEELSMITH, long known for their super Maico pipes, has created the best Honda pipes around. Hand built cones for that factory look, plus more power than cheaper single stamps. Our designs offer increased head pipe ground clearance. Available for all CR 83's 80-125-250-480. \$139. Dealer inquiries invited. Call today — VISA or MASTER-CARD accepted. WHEELSMITH RACING, 18020 Euclid, Fountain Valley, CA 92708. (714) 751-0680. (227-28/NSW)

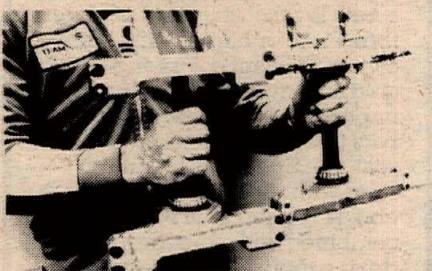
Maico 250 * Shell 250

New '83 250 Maico, 1 hour riding time, showroom condition, \$2050. Completely rebuilt '77 Shell Yamaha flat tracker. Fresh engine, custom paint, new tires, etc. Pro or Novice, STEAL AT \$1450! These are CLEAN motorcycles, will consider trade for '83 Can-Am Sonic 500 4-stroke. (213) 534-2424. (127)



Yamaha 500 — Short Tracker

Knight frame, Venolia, Megacycle, Carillo, Betor forks w/Ceriani triple clamps, Barnes wheel, S & W shocks, 38mm Mikuni carb. \$2000/OBO. Ralph (408) 224-2172 after 6 p.m. (127)



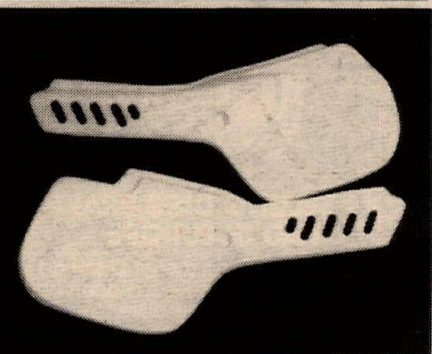
New W.A.R. Clamps

Fits RM Suzuki and other models. Kit includes: Top and bottom clamp, Bar mounts, factory styled cable guide, fork wipers, stainless steel nuts and bolts. Instructions. 45% off retail price: \$159.00. (619) 566-1997. (326-27/NSW)

HUSKY SUMMER SALE

Save BIG on CR models and join Team Husqvarna. Outstanding values also available on XC models. BILL SALTZMAN MOTORCYCLES (213) 337-6811. (127-29X)

1980 SUZUKI 750L: 7000 miles, immaculate, backrest, luggage rack. \$1650. (404) 921-5336. (127/NE)



CRF "Works" Side Panels

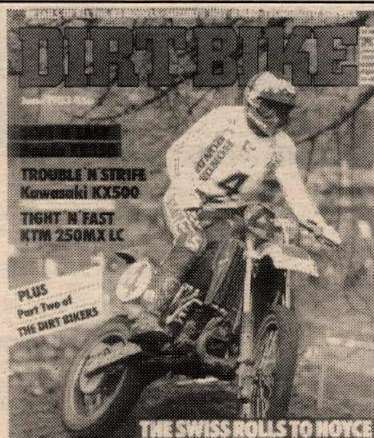
Why pay \$20-\$30 for each stock side panel? Our NEW Works side plates are made from HD plastic, with air louvers and retail for ONLY \$21.95 a set! Red, white, yellow and green for: KX80-250, '83; CR80-480R; YZ80-490J-K; RM80-500Z-D. Complete line of trick fork protectors, radiator scoops, air boxes, and number plates also available. CROTCH ROCKET FACTORY, Goleta, CA (805) 683-1426. (227-29/NSW)

Husqvarna \$50 Over Cost

All bikes in stock, \$50 OVER COST ON ANY '82s. Call for more information on '83s. Ask for John or Greg (505) 434-0454. (127X)

82 1/2 Hus. CR500 \$1500/OBO

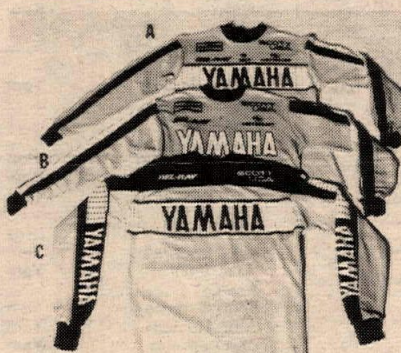
Extras, excellent condition. DESPERATE unemployed rider! Corona (714) 734-7329. (327-28)



DIRT BIKE RIDER — A new English magazine for the enduro, motocross, and trials enthusiast, 12 monthly magazines, \$33. **CLASSIC RACER** — A new quarterly magazine on the history of motorcycle racing and historic racing motorcycles, \$16 per year, sample copy \$4. **CLASSIC BIKE** — Today's magazine on yesterday's motorcycles, 12 monthly magazines, \$36. **BIKE** — An English magazine on motorcycles and motorcycling, 12 monthly magazines, \$33. **MECHANICS & the BIKER** — A magazine for the technically-oriented enthusiast, 12 monthly magazines, \$33. **MOTORSPORT**, 6115 Gravois, St. Louis, MO 63116. (127/NEX)

Wanted: Burman GB Gearbox

Four speed for 1958 Ariel 500 Single. Especially need third gear and slider. Jack Barnhart, Box 9914, Naples, FL 33941. (327/NE)



Overstock Sale. \$7.95

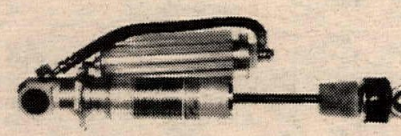
Manufacture direct, 1st quality Yamaha MX jerseys, BELOW WHOLESALE! These are a new weight "TUFF" poly/cotton — NOT a T-Shirt. Yellow/black, 2-color prints, name brand logo's. Choose A, B, or C, state size. Order direct, include 2nd choice. BAJA PRODUCTS, 5486 McFadden Ave., Huntington Beach, CA 92649 or (714) 898-5727. (Allow 2 weeks.) (127X)

Old Kaw Needs

71 A7 Dynamo, no reasonable price refused. (803) 494-3185. (327/NEX)

Maico 400 Magnum For Parts

Parting out complete cycle. (216) 253-7455. (327-28/NE)



KX 500 Shock Kit

WHEELSMITH RACING can re-valve your KX 500 shock to provide smoother compression damping, and at the same time cure the rebound control problem. Service can be provided in 2 days. This mod is recommended by TEAM GREEN. Retail price: \$100. Contact your local dealer or call WHEELSMITH RACING (714) 751-0680, 18020 Euclid, Fountain Valley, CA 92708. (227-28/NSW)

BRAND NEW: 1982 Husky WR250, \$1,600. (918) 335-3251. (327-29/NE)

PARTS (PRICE): S&W 13 inch freon w/springs (70), YZ490 head w/CR (60), std. piston kit (35), Bill's down pipe (70), Harley XR750 mag (95), Mikuni carburetors 26mm (25), 30mm (35), 38mm (70), Astro tank (55), fork set (75), QC sprockets 48, 49, 50, 51 (12 ea.), 19 inch spools (65), (75), engines (no cylinders) 81 YZ80H (150), 77 YZ400 (150), 76 YZ125 (150), ready-to-race engines 79 YZ100 or 78 IT175 (375), new Carlisle tires — Universal 300x18 (5), 350x17 or 18 (20), TT500 White down pipe (25), XT500 carb (10), shocks (35), YZ80H frame (50), front wheel (55), YZ250 E, F heads (30), Nagucci YZ125 down pipe (60), mini solo seat (10), Yamaha 74-77 YZ100 thru 400 CDI units (90), 18 inch mag rims, 2-3 inch 36 hole (20), Honda CB360 engine (75). All parts new to EC. (804) 484-4949. (127E)

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1981 RM 465Z, with many extras. 1976 RM 125, good condition. NICE 3-rail trailer. \$1700/takes all/OBO. (213) 920-0580. (127)

TZ250J-K, Jay Parnell's #102

State-of-the-art 250, full K updates, aluminum Spondon frame, tank, seat. Campagnola 16" and 18" front wheels, 18" rear, wire wheels, slicks, rain tires, Lectron HVs, Spondon anti-dive front and anti-lift rear, floating brakes, too many items to list. \$12,000 invested; will take \$6,000 or best offer. (803) 469-0314. (127-28/NE)



Interceptor Lower BRA

Protects lower radiator and cowl. Available in Black, White, Red and Blue. Send \$64.50 to: H.G. PRODUCTS, 723 E. Alosta, Glendora, CA 91740. (127-29/NW)

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JOHN LONG'S: Hardly ridden Yamaha TZ250H with complete spares kit and big exhaust, \$4500 or trade for Vintage racers. (305) 325-0775. (127/NE)



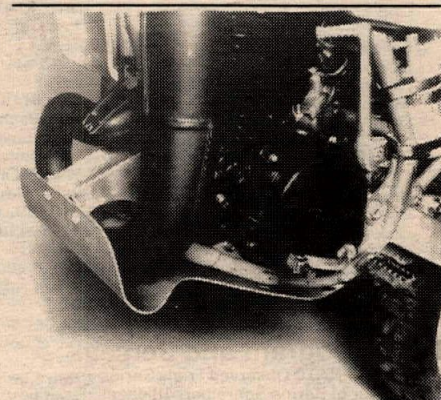
Daytona 200 Winner

Meticulously prepared TZ750F. Maintained in climate controlled enclosure. Very clean. Lectron carbs, hand-made exhaust, Dymag wheels. 1981 AMA F-1 championship bike. Too many spares to list. Rider must sell or lease. For spares list and photos, call Len Doggett (202) 638-2770. (127-29/NE)

1980 YZ 250 MOTOR. New, still in crate, \$400. (213) 921-6910. (127)

1982 ROTAX 4-STROKES

KTM and CAN-AM's available from \$1895. (213) 337-6811. (127-28/29NW)



Pipe Saver Skid Plate

For Honda CR 250 — 480. Yamaha YZ 250 — 490. Aerospace quality, 6061-T6 aluminum alloy. Send \$49.95 plus \$3.00 shipping to: DOUG GRANT RACING, 1881 Cravens Lane, Carpinteria, CA 93013. (127X)

Yamaha Kart Engines

(3) NEW Yamaha KT100S Kart engines. \$235/each. Michigan (616) 322-2837 after 6 p.m. (327-28/NSW)



Cunningham * Melton * Martin * Kuenzer * Bertram * Hines * Brown

All have switched to the PRO. It is a MILEAGE COMPUTER that changes SPEEDS automatically, has a built in ENDURO CLOCK, and will even warn of POSSIBLE CHECK LOCATIONS. Models from \$185 to \$205. Call or write for full details. New dealer program available. PERFORMANCE PRODUCTS, P.O. Box 1294-27N, Lacombe, LA 70445. (504) 882-3107. (227/NE)

'82 Husky 6 speed 500 CR
Brand new, Husky warranty. BIG PRICE REDUC-
TION!! T & O YAMAHA, 24020 Narbonne, Lomita,
CA. (213) 534-2311. (227-28)

'80 YZ 465 YAMAHA (RUNS GREAT!) Too many
extras to list, if you see it or ride it, YOU'LL BUY IT!!
Call John (714) 521-5017. (127)

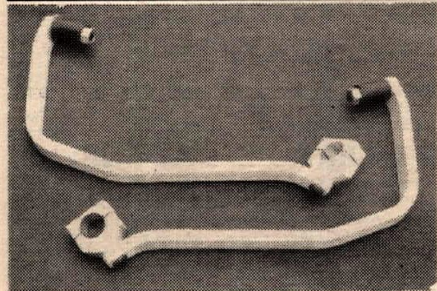
TZ 250 Monoshock Frame
New TZ frame, \$550. TZ 250 Morris mags, \$500. YZ
400 Monoshock, \$50. RM 250 B cylinder, new \$30.
Call (209) 723-5544 after 5 p.m. (127/NSW)



I'll pay \$1800 for CR250R
1983 Honda, any condition! Selling 1982 YZ250J
Yamaha, Van Nuys Cycle blueprinted suspension
and engine. INCREDIBLY QUICK!! \$950/or T.O.P.
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Lectron HV carbs, flowed cylinders, EPM and wire
wheels, slicks, rain tires, stands, spares, new crank
and top end. Over \$9,000 invested; will take \$4,000
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Some spares. \$6,000. (217) 356-8784 or (217)
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Used by EVERY Husky & Can-Am FACTORY rider.
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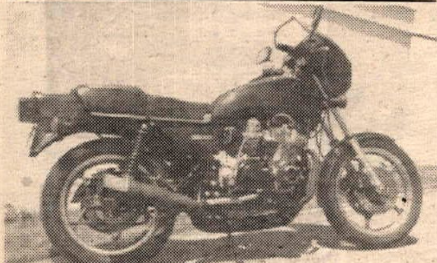
Honda Silverwing Interstate
1982 8,000 miles, clean, with cover, touring ready.
\$2400. (619) 243-3748 eves. (127)



Trials Program and Jersey
1983 AMA/NATC Observed Trials Series program.
Color cover of Bernie Schreiber. 48 pages, jammed
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Rider profiles. Points tables. How to get started and
more. Just \$3.00, postpaid...Series jersey — red
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overseas. Pre-shrunk cotton. Sizes: S, M, L, XL.
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83 Honda CR480R-almost new!
Excellent condition, ridden very little, \$1600. (714)
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YAMAHA '77 RD 400
New condition, low mileage. Must be seen to
appreciate! T & O YAMAHA, 24020 Narbonne,
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'78 GS 750-E SLEEPER
MTC 918 kit, 29 SMOOTHBORES, Barnett clutch
kit, Yosh cams, Port job, welded crank, Bassani
pipe, 4,000 miles on motor, VERY CLEAN! \$2500.
Mike (415) 587-2990 after 5 p.m. (127-28)

'79 Yamaha YZ 400 — Strong!
Simons forks, L.O.P. swingarm and L.O.P. ported.
\$550/OBO. (714) 846-2766. (327-28)



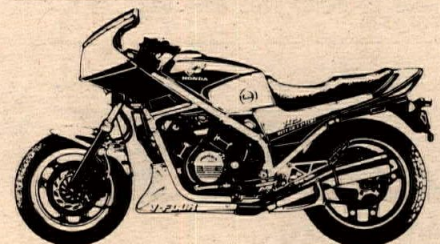
Must Sell Situation!
K-R 250 Yamaha flat tracker. Lots of spares. Best
offer! Joe (612) 645-7666 (127/NW)

1979 HONDA CR 250
Great condition, runs well, many extras. \$525/OBO.
MUST SELL! (714) 548-5831, leave message.
(127)



Viper-Framed Kawasaki 250
Pro-Novice ridden. New Viper ported 1/2 mile top
end. Barnes wheels, extra 1/4 mile barrel, 2 pipes,
very competitive. \$1600. Call COMPETITION
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Obsolete parts from 1937
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All drive-train parts; engine and tranny for Twins;
early and late two-stroke parts; and Sprint parts
from day one. UPS one day service on \$20 order or
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(2) '83 Honda Interceptors
New HARD TO FIND V-45's. Oregon registered,
under 10 miles/ea. \$4895/OBO. Used Intercep-
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Outside Calif. Call: (800)
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The best fork brace on today's market! Available for
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or C.O.D. Dealer inquiries invited. A.T.K. LEITNER
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12,000 original miles, custom paint and seat. Kerker exhaust, case guards, good rubber. \$2500/firm. (213) 377-4744. (327-29)

Keihin 31mm CR Carburetors

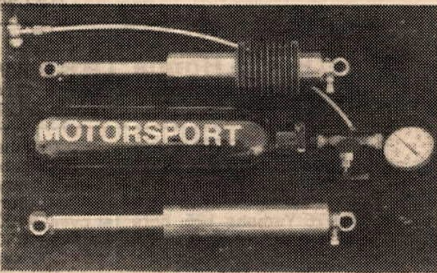
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With tool box, large tires. \$175/firm. (213) 469-9812, Walt. (327)

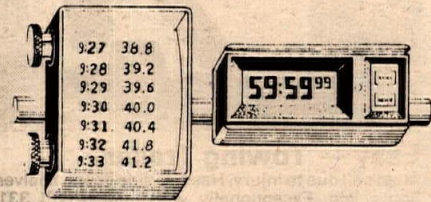
'77 HUSKY AUTOMATIC

Excellent mechanical shape, many new spares, great for trail or enduro! Leaving country. MAKE OFFER!! (213) 635-2451, (213) 631-8766, leave message. (427)



Bottle and Gauge * \$99.50

For ANY bike! (213) 596-3691 evenings. (121-27/EOI/NWX)



THE COMBO \$99.95, clock only, \$89.95. 24 MPH Pacer, \$129.95. Rollchart holder, \$19.95. Econo clock, \$49.95. Leather timecard holder, \$14.95. Shipping included. COUNTDOWN (213) 348-8381. (221/NSW/EOI/TFN)

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Just right for your tool box, Truck, Van, Trailer, icebox, girlfriend or boyfriend; or maybe it's your wife, husband or kid that needs a CYCLE NEWS STICKIE! All you have to do is send a S.A.S.E. to: CYCLE NEWS WEST, P.O. Box 498, Long Beach, CA 90801-0498. ATTN: FREE-STICKIE OFFER. (525/TFN)

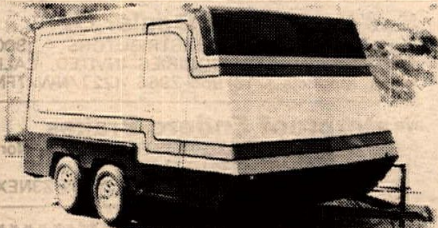
Mint 1980 Suzuki GS 1000 S

Kerker, braided lines, oil cooler, fork brace, Uni pods, alum. swingarm, Yoshimura shocks, all stock parts, original owner. SACRIFICE \$2200. (213) 441-4536. (125-27)

1982 Pro Trac Trailer

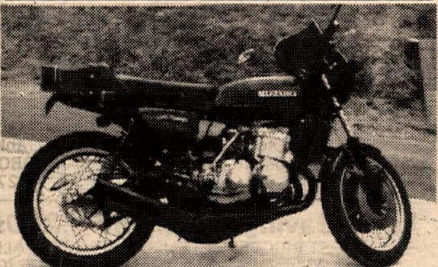
22' Tandem axle, shop on wheels! Drill press 1 1/2 hp compressor, 3/4 hp grinder. Custom built interior DONE RIGHT! 4500 watt generator, call for details. Best offer! (415) 939-2661 days, (415) 439-3005 nights. (127-28)

WANTED: Road race leather for individual 5'10", 200 lbs. Call Rey Collazo (408) 646-0958 after 6 p.m. (125-28)



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1976 SUZUKI 750 TRIPLE

3 separate under motor chambers. New pull top Mikunis, Dresz swingarm, 22,000 miles, perfect condition, motor has never been touched but still runs strong. \$2000/OBO. (213) 704-8362. (326-29)

Boss Frame for Can-Am 500

Like new. With glass, shocks, brakes. \$1,200. Neil Winston (612) 645-8443 in Minnesota. (326-27/NEX)

1980 CR250 Knight

#2 novice bike in '82. Randy Triplet rode it to 7 main event wins. Many new & used spares. \$1,795. Call Neil Winston (612) 645-8443 in Minnesota. (326-27/NEX)

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Or \$325. Leroy (213) 289-3591. (127)

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Excellent condition, \$1500. (714) 541-8067. (326-27)

(2) '83 Yamaha 125K's

(1) never ridden, \$1450/OBO. (1) ridden 3 times, \$950/OBO. (213) 920-0477. (126-27)

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Speedway Research 4-valve, runs strong, everything is anodized, chromed or custom painted. LOTS AND LOTS OF EXTRA PARTS! \$1500/OBO/Trade for Jet Ski or ATC 200x, 250? (213) 337-7089. (126-27)

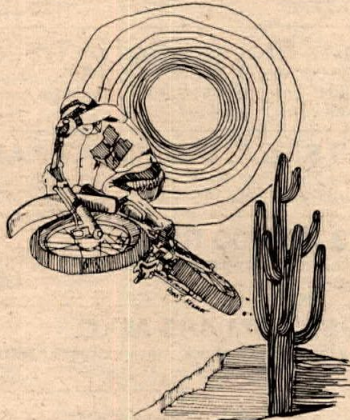
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Less than 100 original miles. Looks brand new! \$600/OBO. (213) 428-1870. (326-27)

New 1982 GS1100EZ Sale

\$2,999

Call (504) 456-0199. Full year warranty. Dealer — New Orleans, LA. (326-27/NEX)

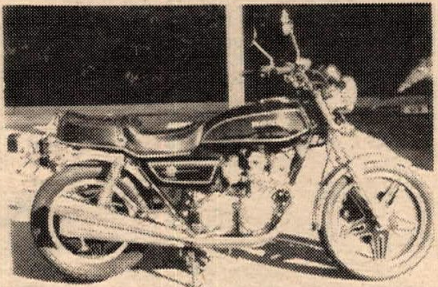


Pro Performance MX School

Coming school dates are: INDIAN DUNES, July 7th, 8th, 9th. DeANZA CYCLE PARK, July 22nd, 23rd. CORONA RACEWAY, Aug. 7th, 8th. For more information about our Summer Schedule, or private lessons, WRITE: 431 E. First St., La Habra, CA 90631, or call (213) 694-8149. (125-27/NSWX)

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Honda 750 10th yr. Ltd. Edition

Excellent condition, low mileage, \$2000. (213) 921-0856, leave message. (124-27)

Lockheed Twin Piston Calipers

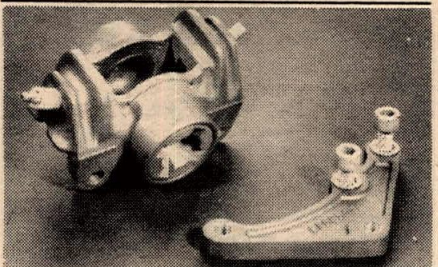
New; \$90/each. Brembo twin piston calipers, used; \$60. (408) 625-2085. (126-27/NSW)

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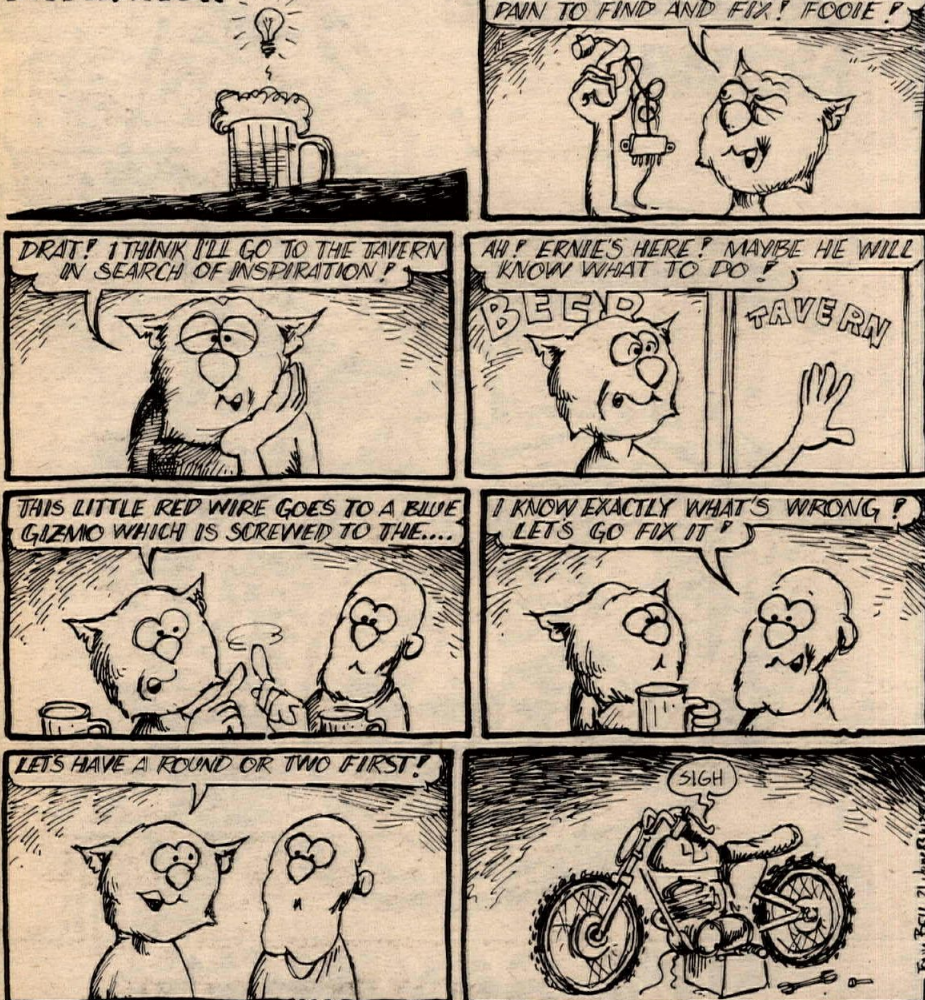
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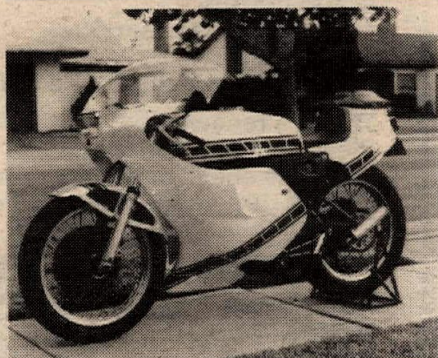
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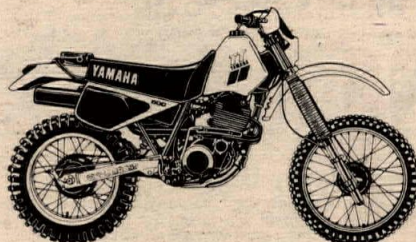
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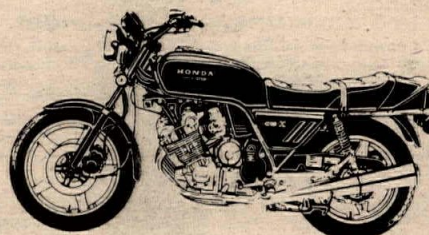
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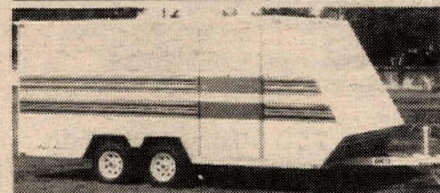


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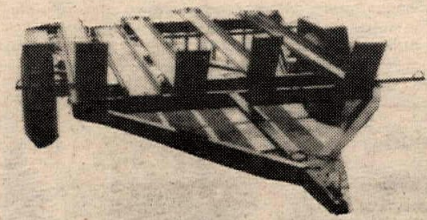
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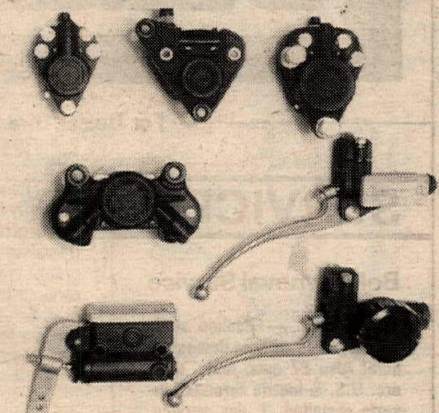
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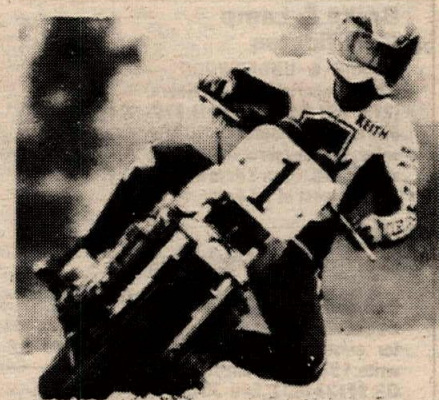
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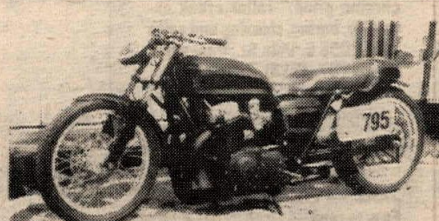
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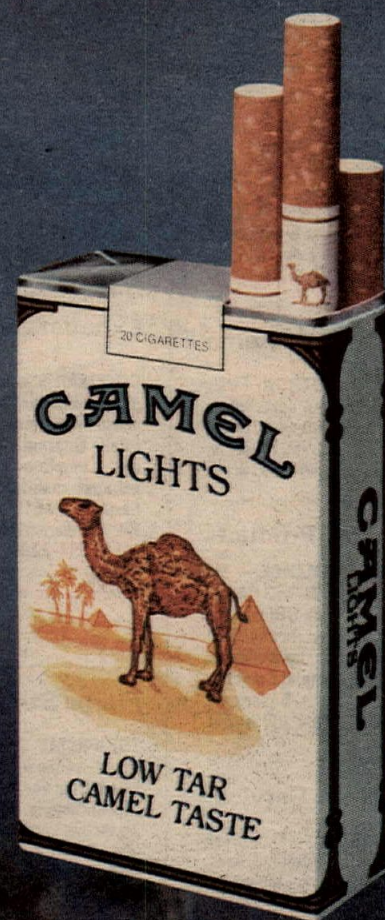
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